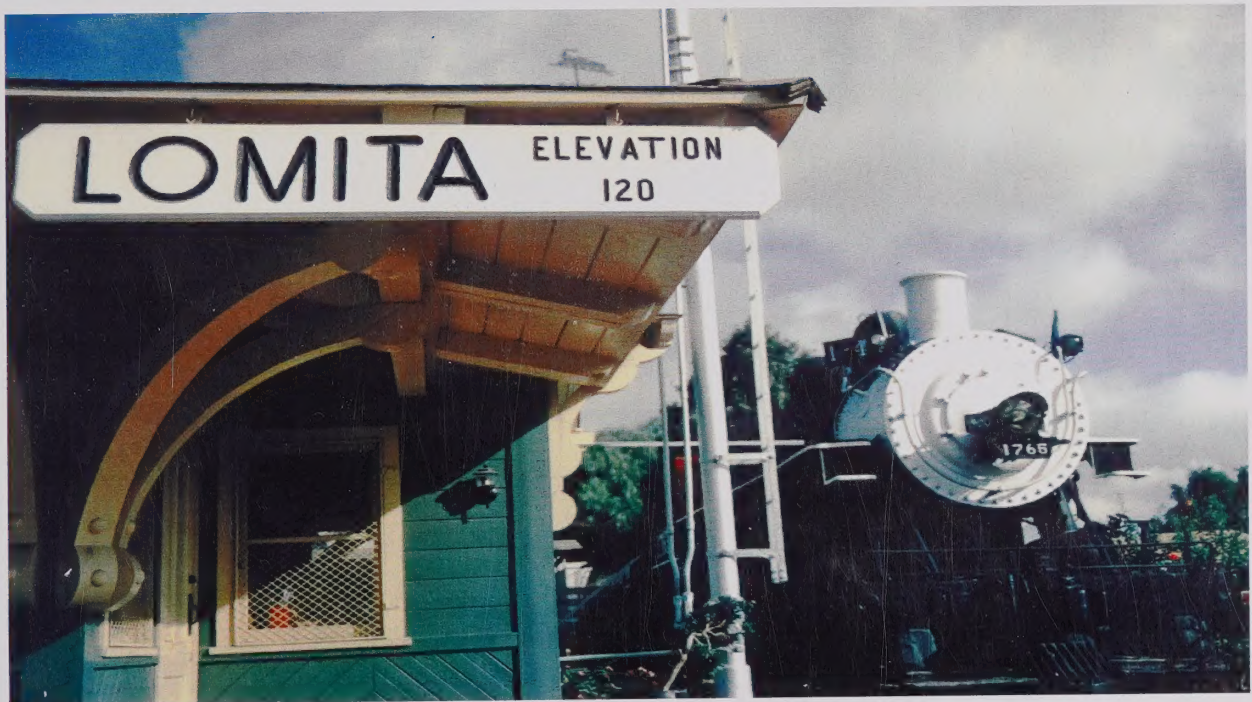


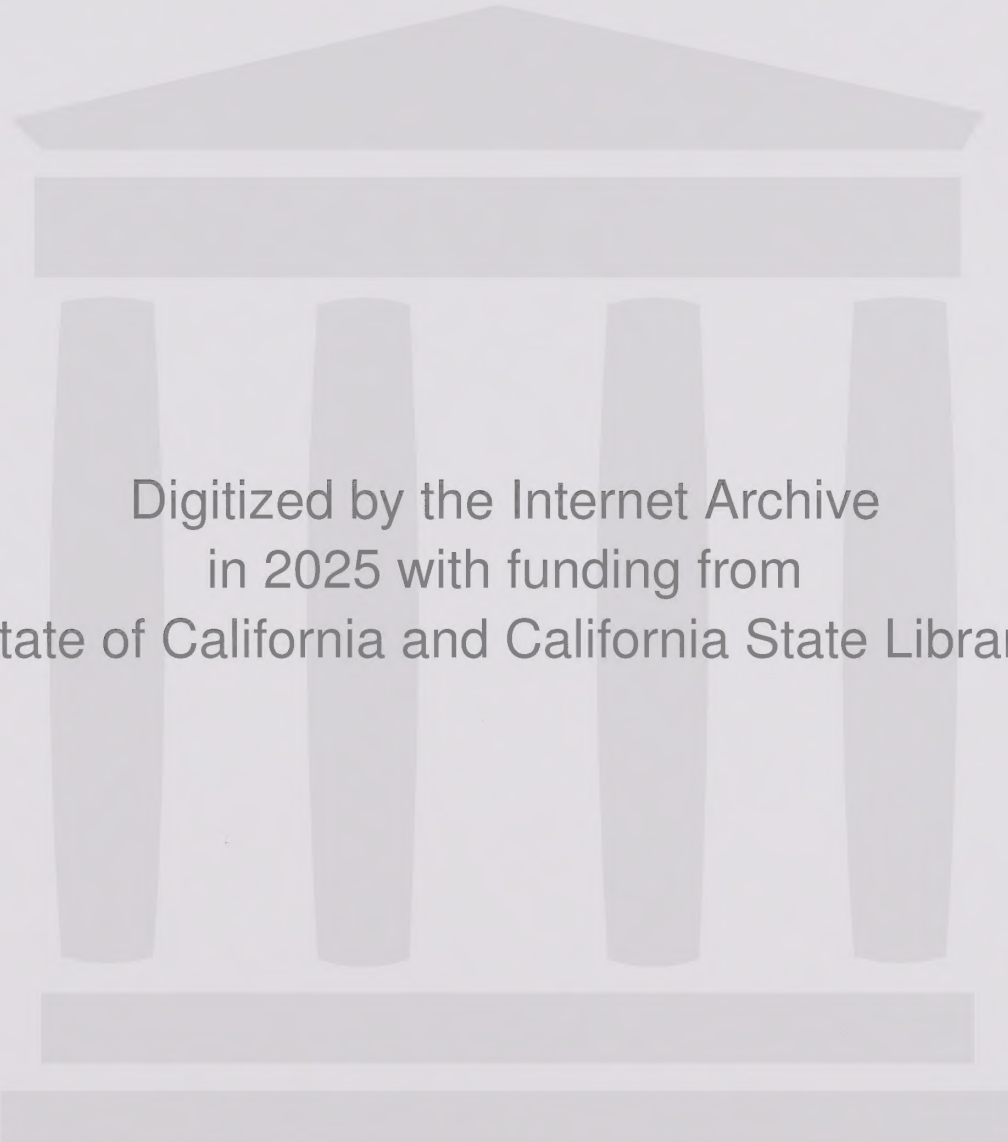
Lomita

"The Friendly City"



# GENERAL PLAN

Adopted May 4, 1998



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# ***CITY OF LOMITA GENERAL PLAN***

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Prepared for:  
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Community Development Department  
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Lomita, California 90717

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***DECEMBER 1998***





Section	Page
<b>1 INTRODUCTION TO THE GENERAL PLAN</b>	
1.1 Introduction to the City of Lomita General Plan .....	1-1
1.2 Format of the Lomita General Plan .....	1-1
1.3 Overview of the City .....	1-1
1.4 Planning Process .....	1-2
<b>2 LAND USE ELEMENT</b>	
2.1 Introduction to the Land Use Element .....	2-1
2.2 Land Use Element Policies .....	2-1
2.3 Land Use Plan .....	2-3
2.4 Background For Planning .....	2-11
<b>3 CIRCULATION ELEMENT</b>	
3.1 Introduction to the Circulation Element .....	3-1
3.2 Circulation Element Policies .....	3-1
3.3 Circulation Plan .....	3-2
3.4 Background for Planning .....	3-10
<b>4 HOUSING ELEMENT</b>	
4.1 Introduction to the Housing Element .....	4-1
4.2 Housing Element Policies .....	4-2
4.3 Housing Plan .....	4-3
4.4 Background for Planning .....	4-12
<b>5 RESOURCE MANAGEMENT ELEMENT</b>	
5.1 Introduction to the Resource Management Element .....	5-1
5.2 Resource Management Element Policies .....	5-1
5.3 Resource Management Plan .....	5-3
5.4 Background for Planning .....	5-7
<b>6 SAFETY ELEMENT</b>	
6.1 Introduction to the Safety Element .....	6-1
6.2 Safety Element Policies .....	6-2
6.3 Public Safety Plan .....	6-4
6.4 Background for Planning .....	6-7
<b>7 NOISE ELEMENT</b>	
7.1 Introduction to the Noise Element .....	7-1
7.2 Noise Element Policies .....	7-1
7.3 Noise Mitigation Plan .....	7-2
7.4 Background for Planning .....	7-8

(continued)

Section		Page
<b>8</b>	<b>ECONOMIC DEVELOPMENT ELEMENT</b>	
8.1	Introduction to the Economic Development Element .....	8-1
8.2	Economic Development Element Policies .....	8-1
8.3	Economic Development Plan .....	8-2
8.4	Background for Planning .....	8-4
<b>9</b>	<b>IMPLEMENTATION ELEMENT</b>	
9.1	Introduction to the Implementation Element .....	9-1
9.2	Description of Programs .....	9-8

## LIST OF TABLES

Table		Page
2-1	Land Use Plan .....	2-4
2-2	Development Standards .....	2-5
2-3	Zoning Categories .....	2-6
2-4	General Plan Land Use Categories .....	2-7
2-5	Development Intensity .....	2-7
2-6	Existing Land Uses .....	2-14
2-7	School Facilities .....	2-21
3-1	Roadway Classification Standards .....	3-7
3-2	Level of Service definitions .....	3-7
3-3	Future Traffic Volumes from Major Roadways .....	3-8
3-4	Existing Traffic Volumes .....	3-11
3-5	Intersection Levels of Service .....	3-12
4-1	Housing Element requirements .....	4-2
4-2	Development Capacity .....	4-3
4-3	Quantified Objectives .....	4-12
4-4	Population Growth .....	4-14
4-5	Projected Growth .....	4-14
4-6	Population by Age Group .....	4-14
4-7	Population by Race .....	4-15
4-8	Employment in Lomita .....	4-15
4-9	Disability Status .....	4-16
4-10	Homeless Shelters .....	4-16
4-11	Household Income (1990) .....	4-18
4-12	Public Assistance .....	4-19
4-13	Housing Growth .....	4-19
4-14	Mobile Home Parks in Lomita .....	4-19
4-15	Housing Tenure in Lomita (1990) .....	4-19
4-16	Age of Housing Stock .....	4-20
4-17	Housing Conditions .....	4-21
4-18	Rents in the Area .....	4-21



## LIST OF TABLES (continued)

Table		Page
4-19	Income Limits	4-21
4-20	Housing Prices	4-22
4-21	Income and Housing Payments	4-22
4-22	Existing Housing Needs	4-23
4-23	Future Housing Needs	4-23
4-24	Zoning Standards	4-26
4-25	Planning and Zoning Fees	4-27
4-26	Development Fees in Neighboring Cities	4-27
4-27	Vacant Land	4-29
5-1	Soil Associations	5-8
5-2	Sensitive Species	5-14
5-3	Air Monitoring Station Readings	5-17
5-4	City Parks	5-18
5-5	Regional Parks	5-19
5-6	Archaeological Surveys	5-23
6-1	Fire Protection Standards	6-4
6-2	Faults Near Lomita	6-9
6-3	Critical Facilities	6-13
6-4	Hazardous Materials Users	6-16
6-5	Crime in Lomita - 1996	6-21
7-1	Lomita Noise Control Ordinance	7-4
7-2	Workplace (OSHA) Noise Level Standards	7-4
7-3	State Occupational Noise Control Standards	7-4
7-4	FHWA Noise Abatement Criteria	7-6
7-5	HUD Noise Level Standards	7-6
7-6	State Motor Vehicles Noise Standards	7-7
7-7	Future Traffic Noise	7-8
7-8	Existing Noise Levels (dBA)	7-9
7-9	Existing Roadway Noise Levels	7-12
8-1	Population Profile, Lomita Market Area	8-6
8-2	Lomita Work Force by Industry, 1990	8-10
8-3	Retail Sales Versus Population, 1994	8-11
8-4	Per Capita Taxable Retail Sales	8-12
8-5	Taxable Sales Trends in Lomita	8-14
9-1	Policies & Programs Matrix	9-1

## LIST OF EXHIBITS

Exhibit		Page
1-1	Location of City	1-3
2-1	Land Use Plan	2-9
2-2	Existing land Use	2-13
2-3	Major Water Lines	2-17
2-4	Major Sewer Lines	2-18
2-5	Storm Drains	2-19
2-6	Public Services	2-22
2-7	Schools	2-23



3-1	Circulation Plan .....	3-3
3-2	Typical Roadway Cross Sections .....	3-5
3-3	Level of Service .....	3-6
3-4	Public Transit .....	3-15
3-5	Truck Routes .....	3-16
4-1	Census Tracts .....	4-13
4-2	Housing Projects .....	4-24
5-1	Open Space Plan .....	5-5
5-2	Soil Resources .....	5-9
5-3	Significant Aggregate Resources .....	5-11
5-4	Sensitive Species .....	5-15
5-5	Parks in the City .....	5-20
6-1	Evacuation Routes .....	6-5
6-2	Faults .....	6-12
6-3	Liquefaction Zones .....	6-14
6-4	Storm Drain Deficiencies .....	6-23
7-1	Noise and Land Use Compatibility .....	7-5
7-2	Future Noise Contours .....	7-10
7-3	Typical Noise Levels .....	7-11
7-4	Noise Measurement Locations .....	7-13
7-5	Traffic Noise .....	7-14

#### LIST OF CHARTS

Chart		Page
1	Historic and Projected Population Growth Rates .....	8-7
2	Unemployment Rates-May 1997 .....	8-9

# ***INTRODUCTION***

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***City of Lomita***  
***General Plan***





## **INTRODUCTION TO THE LOMITA GENERAL PLAN**

The City of Lomita General Plan provides the policy framework to guide the City into the 21st century. The General Plan will serve as the City's preeminent guide for the long range planning of physical development within the community. The general plan consists of an integrated and internally consistent set of policies and implementing programs which were developed by the *General Plan Advisory Committee* comprised of citizens serving on various City commissions.

## **FORMAT OF THE LOMITA GENERAL PLAN**

The Lomita General Plan focuses on a number of key issues that are of the greatest concern to the community. These issues are arranged according to the following chapters or *elements*:

- ☐ The *Land Use Element* designates the general location, distribution, and extent of development permitted within the City. The Element includes standards for population density and development intensity for each land use category.
- ☐ The *Circulation Element* indicates the general location and the extent of existing and proposed roadways and other transportation-related infrastructure which will serve the City.
- ☐ The *Housing Element* evaluates the existing and projected housing needs of the City and establishes policies, objectives, and programs for the preservation, improvement, and development of housing to meet projected local and regional housing needs.
- ☐ The *Resource Management Element* provides for the conservation, development, and maintenance of important natural and man-

made resources. The Element's scope has also been expanded to consider recreational facilities and open space resources.

- ☐ The *Safety Element* establishes standards and plans for the protection of the community from a variety of hazards including earthquake, flood, fire, and geologic hazards.
- ☐ The *Noise Element* examines the existing and future noise environment within the City and establishes policies, programs, and standards related to noise control.
- ☐ The *Economic Development Element* serves as a strategic plan for the City's economic development and revitalization.

## **OVERVIEW OF THE CITY**

The City of Lomita is located 26 miles south of downtown Los Angeles and is bounded by the City of Torrance on the north and west; the City of Los Angeles to the east; and the City of Rolling Hills Estates on the southwest. Southeast of Lomita is the City of Rancho Palos Verdes and unincorporated County land. The City's total land area is 1,261 acres or 1.97 square miles. Exhibit 1-1 shows the City's location.

Freeway access to the City is provided indirectly by Pacific Coast Highway (SR-1), which runs in an east-west direction through the City's southern section. Pacific Coast Highway connects to the Harbor Freeway (SR-110) approximately 3.5 miles to the east. Crenshaw Boulevard and Western Avenue are major arterial roadways along the western and eastern borders of the City of Lomita and provide connections to the San Diego Freeway (I-405) approximately 8.0 miles to the north.

The City of Lomita "began" as a residential tract (Lomita Subdivision) in the early 1900's and became part of the oil drilling land and agricultural area in the 1920's. The Lomita Subdivision covered seven square miles in 1907. As the lots were sold, water wells, a school, a general store (with a post office), and other businesses soon

followed. In 1923, oil in the area was discovered while drilling for water. The resulting "oil boom" in the area led to the conversion of residential lots into oil fields. Rapid growth occurred in the Lomita area, as egg ranches, fruit orchards and agricultural uses formed the community. Lomita became a center for the agriculture and oil extraction activities in the South Bay area.

In the 1940's and 1950's, portions of the Lomita Subdivision were annexed by adjacent cities. By 1964, only 1.87 square miles of the Lomita Subdivision remained when the City of Lomita finally incorporated. The City subsequently annexed land to the southeast and now covers 1.97 square miles.

Today, the City is almost completely developed and the remaining vacant land is limited to scattered parcels. Existing development in the City is characterized by residential neighborhoods at varying densities, with commercial uses concentrated along Pacific Coast Highway, Lomita Boulevard, Crenshaw Boulevard, Narbonne Avenue and Western Avenue.

The City's January 1997 population is estimated, by the California Department of Finance, to be 20,302 persons. The 1997 housing stock consists of 8,313 dwelling units, consisting primarily of single-family detached units. The vacancy rate is 4.66 percent and the average household size is 2.54 persons per household.

## **PLANNING PROCESS**

As part of the Lomita General Plan update, the City formed a General Plan Advisory Committee (GPAC) which represented a cross-section of the community and its interests. The GPAC members consisted of various representatives from City Commissions, the Harbor Hills housing project, the Los Angeles Unified School District, the Chamber of Commerce, and other resident and business groups in the City.

The GPAC identified the concerns and interests of the City, along with any issues that needed to be addressed in the General Plan. The GPAC was

charged with developing the goals and policies for the various elements of the General Plan, as well as for identifying the desired changes in land use designations in the Land Use Plan.

The draft General Plan, including the draft Land Use Plan, was then subject to public review, during which hearings and community meetings were held to solicit comments and input from residents and affected agencies. The draft General Plan was further refined based on public comments and changes requested by the Lomita Planning Commission and City Council, prior to adoption.

The General Plan shall be subject to annual review to ensure that the goals, policies and programs in the various Elements are implemented. In addition, the General Plan shall be reviewed to ensure that its provisions reflect the goals of the City. Amendments to the General Plan shall be made at most four times in a year, as allowed under State Law.

# LOMITA GENERAL PLAN



**EXHIBIT 1-1**  
**LOCATION OF THE CITY**

**Source: Blodgett/Baylosis Associates**



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# ***LAND USE ELEMENT***

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***City of Lomita***  
***General Plan***





## **INTRODUCTION TO THE LAND USE ELEMENT**

The Land Use Element serves as a long range guide for development and planning in the City of Lomita indicating the location and extent of development permitted throughout the City. The Element identifies those areas of Lomita where existing land uses and development will be maintained as well as those areas where new infill development or redevelopment will be encouraged. The primary objective of the Land Use Element is to assist in the management of future growth, to improve the City's physical appearance, and to minimize potential land use conflicts.

The Land Use Element serves as a guide for development within the City of Lomita and establishes policies concerning physical development within the community. The Element addresses a wide range of issues regarding existing and future development, land use compatibility, the availability of public services and infrastructure and public safety.

The scope and content of this Land Use Element is governed by State law (Section 65302(a) of the Government Code) which contains the following requirements:

- ☐ The Land Use Element must designate the distribution, location, and extent of land uses for housing, business, industry, open space, recreation, and public facilities.
- ☐ The Land Use Element must establish standards of population density and building intensity for each land use category covered by the plan; and
- ☐ The Land Use Element must identify land uses in those areas subject to development constraints, such as flooding.

Policies included in the Land Use Element reflect the policies contained within the other General Plan Elements. The Housing Element contains

policies for residential development which are considered in the Land Use Element. The Circulation Element provides for the maintenance of a transportation network that will support the ultimate land uses contemplated under the Land Use Plan. The Safety Element identifies hazards that need to be considered in land use planning for the City. The noise contours in the Noise Element are used as a guide to establish the land use patterns in the Land Use Element to ensure that future development minimizes exposure of community residents to excessive noise. The Land Use Element consists of the following sections:

- ☐ The *Introduction to the Land Use Element* provides an overview of the Element's scope and content.
- ☐ The *Land Use Policies* articulates City policies related to land use.
- ☐ The *Land Use Plan* indicates the location and extent of future development permitted in the City, as well as standards for development.

## **LAND USE ELEMENT POLICIES**

The *Background for Planning* describes existing conditions in the City including the character and location of existing land uses and development. The following goals will be realized through the implementation of the policies and programs contained in the Land Use Element:

- ☐ To promote an orderly pattern of development in the City;
- ☐ To provide for a variety of housing opportunities;
- ☐ To promote the development of a wide range of commercial activities;
- ☐ To ensure a strong employment and commercial base to finance public improvements and services; and

- ☐ To provide of adequate public services and facilities.

To underscore the aforementioned objectives the following policies have been included in the Land Use Element.

***Land Use Policy 1***

The City will promote the use of buffers and other development standards between more intensive land uses to protect established residential neighborhoods from noise, light and glare, and other adverse impacts typically associated with non-residential development.

***Land Use Policy 2***

The City will strive to promote the provision of schools, parks and recreation areas to serve the residential neighborhoods.

***Land Use Policy 3***

The City will promote the development of convenient and complete shopping facilities to serve the residential neighborhoods consistent with the City's economic development policy.

***Land Use Policy 4***

The City will promote a healthy and congenial environment for shopping by striving to provide adequate parking, safe and efficient circulation and shopping district recognition.

***Land Use Policy 5***

The City will promote the maintenance of a circulation system that protects the established residential neighborhoods.

***Land Use Policy 6***

The City will strive to see that adequate public utilities and services are provided to protect the established residential neighborhoods.

***Land Use Policy 7***

Commercial development and employment opportunities will be promoted to maintain a sound economic base and to stimulate investment in the City.

***Land Use Policy 8***

The City will coordinate capital improvement projects to maintain a sound economic base and stimulate investment in the City.

***Land Use Policy 9***

The City will work to protect and promote property values by promoting the more efficient use of underutilized properties and structures consistent with the City's economic development.

***Land Use Policy 10***

The City will promote the improvement of aesthetic and visual qualities of the community by landscaping and beautifying streets and highways and by implementing development standards for private improvements.

***Land Use Policy 11***

The City will promote the maintenance and expansion of cultural activities within the community, the library, the local museum, and special events, and by sponsoring various social events.

***Land Use Policy 12***

To plan for the orderly future growth and development, the City will maintain the planning studies and surveys of the General Plan undertaken as part of its preparation and review and periodically update the General Plan, and other related plans and ordinances critical to the Land Use Element's implementation.

***Land Use Policy 13***

The City will work to manage growth and development in the City consistent with historic development trends in the City.

***Land Use Policy 14***

The City will promote a healthy and congenial environment for business, where properly zoned.

***Land Use Policy 15***

The City may allow the opportunity for new mixed use development within key commercial districts.



**Land Use Policy 16**

The City will endeavor to have periodic reviews of flight related issues with the City of Torrance Airport.

**Land Use Policy 17**

The City will promote the maintenance and preservation of activities that contribute to the City's economic and employment base.

**Land Use Policy 18**

The City will identify and promote conservation of Lomita's natural and cultural resources.

**Land use Policy 19**

The City will strive to develop a pedestrian downtown that is economically viable and promotes a wide range of activities.

## LAND USE PLAN

**Purpose of Land Use Plan**

Through the implementation of the *Land Use Plan*, City of Lomita seeks to accomplish the following:

- ☐ The establishment and maintenance of an orderly pattern of development in the City;
- ☐ The establishment of a land use classification system so as to implement land use policy in the City;
- ☐ The identification of permitted land uses, their general location, and distribution; and
- ☐ The establishment of standards for population density and development intensity for existing and future development.

The Land Use Plan indicates the location and extent of permitted development in the City. With the City of Lomita completely urbanized, the Land Use Plan's focus is on the conservation, maintenance, and rehabilitation of existing development in the City. However, the Plan is also sensitive to opportunities for new development.

The State of California planning law calls for conformity between the Land Use Plan and the zoning map. This consistency provision is extremely important since the zoning ordinance will serve as the primary mechanism for the implementation of the Land Use Plan. For example, an area designated for commercial development in the Land Use Plan must have a corresponding commercial *zoning* designation. In instances where there is a conflict and an inconsistency arises, the General Plan designation should prevail.

A major consideration following the completion of the Land Use Plan and the adoption of the General Plan is to make sure the Zoning Ordinance reflects the City's Land Use Plan. The State law indicates that local governments have a "reasonable amount of time" to amend their zoning ordinance to ensure consistency. The Land Use Plan, through this update, considered the existing Zoning Map and standards included in the Zoning Ordinance. This Element includes a program which will involve a review and revision of the Zoning Ordinance, as part of this General Plan's implementation.

**General Plan Land Use Designations**

The Land Use Plan must indicate the location and extent of development and land uses throughout the City. To accomplish this task, the Land Use Plan consists of a map along with various categories of land uses. The land use categories or "designations" indicate the type of development that is permitted under the general plan in specific areas of the City. State law requires that these categories describe standards for *development intensity and population density*. The reason for these standards is to ensure that the types of development permitted under the various land use designations are well understood.

Development intensity refers to the size or degree of development possible within a particular land use category. For example, development intensity standards may use a "floor area ratio" (the ratio of the building's floor area to the total area of the lot on which the building is situated), the number of dwelling units per acre, traffic generation, or a number of other factors. The population density

standard generally applies to residential land use designations and is expressed in persons per acre or the average number of persons per household. The population standard is derived by multiplying the number of housing units per acre permitted in a particular land use category by the average household size. The Plan provides for the following land use designations:

### ***Agricultural***

This designation applies to areas which are lower density in character and where the keeping of animals is permitted. This land use designation corresponds to those areas zoned A-1. Development intensities of up to 8.7 units per net acre are permitted. The maximum population density is 22 persons per net acre. Any new land division or subdivision must reflect the Low Density Residential intensity standards if the lot sizes for individual units are less than 10,000 square feet.

### ***Low Density Residential***

This designation applies to areas of the City which are developed with single family residential land uses. The allowable development intensity is 5.8 to 8.7 units per net acre. The maximum population density is 22 persons per net acre.

### ***Medium Density Residential***

This designation applies to sections of the City which are developed with multi-family residential land uses and trailer parks. The allowable development intensity for this category is 8.72 to 19.8 units per net acre. The maximum population density is 50 persons per net acre.

### ***High Density Residential***

This designation applies to sections of the City which are developed with multi-family residential land uses and trailer parks. The allowable development intensity for this category is 19.8 to 43.6 units per net acre. The maximum population density is 110 persons per net acre.

### ***Commercial***

The *Commercial* designation applies to the commercial corridors in Lomita including those located along Pacific Coast Highway, Lomita Boulevard, Western Avenue and the northern end of Narbonne Avenue. The development

intensity is governed by a floor area ratio (FAR). The maximum FAR for this land use designation is 1.0 to 1.0.

### ***Industrial***

The *Industrial* designation is limited to the area near the intersection of Crenshaw Boulevard and Lomita Boulevard and portions of east Lomita Boulevard. The maximum FAR for this designation is 1.0 to 1.0.

### ***Public facilities/Open Space***

The *Public Facilities/Open Space* designation includes the Civic Center, Fire Station, County Offices, Library, Museum, and Navy Fuel Storage facility. The designation also applies to schools, churches, parks, and often public and quasi-public uses.

Table 2-1 provides the acreage breakdown of the various land use designations under the Land Use Element.

**Table 2-1  
Land Use Plan**

Land Use	Acres	Percent
Agriculture	90.9	7%
Low Dens. Residential	506.3	40%
Medium Dens. Residential	60.1	5%
High Dens. Residential	45.3	4%
Mixed-Use*	58.5*	5%
Commercial	110.2	9%
Industrial	15.6	1%
Public Facilities	60.6	5%
Schools/Recreation	92.1	7%
Streets and Highway	281.8	22%
Total	1,261	100%

\*The Mixed Use designation is an overlay - acreage is included in the "Commercial" category.

\*\*Includes Harbor Hills.

Source: City of Lomita, 1997.



Several overlay designations apply to portions of Narbonne Avenue and Lomita Boulevard. The *Mixed-Use* designation allows multi-family developments at 17.4 units per net acre to be constructed within the overlay area. The maximum development intensity for commercial development in the Mixed Use zone is an FAR of 2.0 to 1.0. The Downtown Commercial overlay designation provides for specific development, land use, and design standards for the downtown area.

Table 2-2 indicates the development intensity standards for the proposed general plan land use designations. Intensities for the residential land use designations will be defined in "units per net acre" and will be based on the permitted lots sizes. For example, the R-1-6,000 zone requires a minimum lot size of 6,000 square feet. This lot size standard would permit an overall development intensity of 7.2 units per net acre. The intensities for nonresidential development will be defined by the "floor area ratio" or FAR.

The FAR is simply the ratio of the total building floor area to the total area of the lot in which the structure is located. For example a building with a floor area of 20,000 square feet situated on a one-acre lot (43,560 square feet) would have a FAR of 0.46. A typical commercial building with a FAR of more than 0.7 typically contains several floors since parking and landscaping occupies a substantial portion of most commercial lots.

**Table 2-2**  
**Development Standards**

GP Land Use Designation	Zone District	Development Standards
<i>Agricultural-Residential<sup>1</sup></i>	A-1	8.71 units/acre (10,000 s.f. lots)
<i>Low Density Residential</i>	R-1	5.8 to 8.71 du/acre
	R-1-P	
	RVD-5000	2,200 -5,000 s.f. lots
	R-1-6000	6,000 s.f. lots
	R-1-7000	7,000 s.f. lots
<i>Medium Density Residential</i>	R-1-7500	7,500 s. f. lots
	RVD-2500	8.72 - 19.8 du/acre
<i>High Density Residential</i>	RVD-1000	19.8- 43.6 du/acre
	RVD-1452	(1,000 s.f.- 2,200 s.f. lots)
	RVD-1500	
	RVD-1900	
	RVD-2200	
<i>Mixed Use/Downtown Overlay designation</i>	C-R	17.4 du/acre
	D-C	FAR 2.0 to 1.0
<i>Commercial</i>	C-N	FAR 1.0 to 1.0
	C-G	Typical FAR is 0.25 to 1.0
	C-G-H	
	C-R	
	C-P-D	
<i>Industrial</i>	M-C	FAR 1.0 to 1.0 Typical FAR is 0.5 to 1.0.
<i>Public/Open Space</i>	O-S	FAR 1.0 to 1.0

Note: New development within the Agricultural Zones must correspond to the R-1 development standards if the lot size for individual units is less than 10,000 square feet.

Source: Blodgett/Baylosis Associates

## Zoning Land Use Designations

The Lomita Zoning Ordinance and Zoning Map serve as the primary tools for land use control in the City and implements the goals and policies of the Land Use Element. The *Zoning Map* indicates the location and extent of specific land uses allowed within each parcel in the City. The *Zoning Ordinance* sets forth regulations and standards for development in these zones consistent with the goals, policies, and objectives of the General Plan.

The Lomita Zoning Ordinance has one agricultural zone, two residential zone districts with nine density ranges, five commercial zone districts, one

commercial-manufacturing zone district, one commercial planned development district and an open space zone district. The zone districts that comprise the City of Lomita Zoning Ordinance are summarized in Table 2-3.

**Table 2-3**  
**Zone Categories**

Zone		Permitted Uses
Agricultural Non-Commercial	A-1	Single family residences and keeping of farm pets, condominiums, mobile homes
Single Family Residential	R-1 R-1-P RVD-5000 R-1-6000 R-1-7000 R-1-7500	Single family residences, condominiums, mobile homes
Residential Variable Density	RVD-1000 RVD-1452 RVD-1500 RVD-1900 RVD-2200 RVD-2500	Apartments, condominiums, duplexes, mobile homes
Commercial, Service and Professional	C-S-P	Professional offices, service uses, condominiums
Commercial Neighborhood	C-N	Business and professional offices, limited retail uses
Commercial General	C-G C-G-H	Intensive commercial uses, specialized services, wholesale businesses, office centers
Commercial Retail	C-R	Regional retail uses and limited service uses
Commercial Planned Development	C-P-D	C-G uses, R-1 uses, planned commercial development
Light Manufacturing and Commercial	M-C	Light manufacturing and commercial uses, public service facilities
Open Space	O-S	recreational uses

Source: City of Lomita, Zoning Ordinance, 1974 as amended.

## Future Land Use Policy

The Land Use Plan alternatives will accomplish the land use goals and policies developed by the General Plan Advisory Committee (GPAC).

The focus of the planning efforts will be directed towards the following:

- ☐ To retain existing desirable land uses as well as provide a more compatible land use pattern in the City;
- ☐ To ensure that the Land Use Plan accurately reflects the development and land use objectives of the community;
- ☐ To make sure the boundaries for the various land use designations more closely correspond to the boundaries of the various zone districts; and
- ☐ To correct any inconsistencies between the Land Use Plan and the Zoning Map.
- ☐ To provide greater assurance of conformity between the City of Lomita General Plan and the Zoning Ordinance, this Land Use Element contains "new" general plan land use designations that more closely correspond to the City's zoning categories. In this way, inconsistencies between the Zoning Map and the Land Use Plan, will be better avoided, along with the creation of non-conforming parcels.

Table 2-4, in the first two columns, indicates the zone districts that comprise the zoning ordinance. The General Plan land use designations are indicated in the far right-hand column. The Land Use Plan is shown in Exhibit 2-1.

**Table 2-4**  
**General Plan Land Use Categories**

Existing Zone District		General Plan Land Use Designation
Agricultural Non-Commercial	A-1	<i>Agricultural Residential</i>
Single Family Residential	R-1 R-1-P R-1-7500 R-1-7000 R-1-6000	<i>Low Density Residential</i>
Residential Variable Density	RVD-5000 RVD-2500	<i>Medium Density Residential</i>
Residential Variable Density	RVD-2200 RVD-1900 RVD-1500 RVD-1452 RVD-1000	<i>High Density Residential</i>
Commercial, Service and Professional	C-S-P C-R	<i>Mixed Use/Downtown</i>
Commercial Neighborhood	C-N	<i>Commercial</i>
Commercial General	C-G C-G-H	<i>Commercial</i>
Commercial Retail	C-R	<i>Commercial</i>
Commercial Planned Development	C-P-D	<i>Commercial</i>
Light Manufacturing and Commercial	M-C	<i>Manufacturing</i>
Open Space	O-S	<i>Open Space</i>
No corresponding zone district	—	<i>Public/Institutional</i>

Source: Blodgett/Baylosis Associates. 1997

As indicated previously, the City of Lomita has been completely urbanized for many years. As a result, new development will largely consist of recycling and infill development on the few scattered vacant parcels that remain. Many parcels may never be developed to the maximum intensity permitted under the General Plan and, as a result, effective capacity (rather than theoretical capacity) serves as a more realistic measure of residential development potential. Effective capacity, which is often used by SCAG in development projections, is simply 80% of the theoretical scenario. Commercial development will rarely be constructed to the fullest potential permitted under the Land Use Element. Typically, parking and landscaping requirements will result

in the floor area for commercial and industrial developments to be significantly less than that which is permitted under the General Plan. Table 2-5 indicates the development possible with the implementation of the General Plan's land use policy.

**Table 2-5**  
**Development Intensity**

Land Use	Area (ac.)	Intensity Standard	Effective <sup>(1)</sup> /Theoretical
Agricultural	90.9	8.7 du/ac	634-792 du
Low Den Res	506.4	8.7 du/ac	3,530-4,412 du
Med Den Res	60.13	19.8 du/ac	952 -1,191 du
High Den Res	45.3	43.6 du/ac	1,580- 1,975-du
Mixed Use	58.5	17.4 du/ac FAR 2:1	81-102 du & 3.8-4.6 mgf
Commercial	110.2	FAR 1:1	3.8-4.8 mgf
Manufacturing	15.6	FAR 1:1	0.5-0.7 mgf
Public/Inst.	92.08	FAR 1:1	298 du & 2.1-2.6 mgf

Total Residential. (units)

7,075-8,770 d.u.

Total Non-Residential (sq. ft.)

10.2 - 12.7 mgf

(1) effective capacity is 80% of theoretical capacity  
FAR-floor area ratio, du-dwelling units, mgf-million  
gross feet (of floor area).

Source: City of Lomita, 1996.

As shown in Table 2-5 a total of 8,770 housing units (457 more than the number which presently exist in the City) are possible if every residential property was developed to the maximum intensity permitted under the General Plan. Under an effective capacity scenario, 7,075 units are possible, 1,238 fewer units than the number which presently exist. This indicates that the City is approaching its carrying capacity in terms of development intensity.



## **Land Use Programs**

There are a number of programs that will be effective in implementing land use policy. These programs are summarized below:

### ***Building Code Review Program***

Lomita will periodically review, and if necessary, update the Uniform Building Code (U.B.C.) to reflect current technology and regulations. Procedures for the periodic review of the U.B.C. will be identified by the Building Official. This review will be undertaken by designated individuals to identify appropriate changes that should be considered. Amendments to the City's Building Code will be made, as required.

### ***Code Enforcement (Regulation)***

Code enforcement is an integral part of the City's efforts to improve the appearance of substandard structures and properties. Community code enforcement efforts (funding and staffing) will continue as applicable.

### ***Design Guidelines and Review (Program)***

The purpose of the design review process is to ensure that building design, architecture, and site layouts are compatible with surrounding development. These guidelines will initially focus on the "downtown area" governed by the Downtown Commercial land use designation. The first step of program implementation will involve the identification design guidelines and procedures for design review. The second step will involve public outreach to inform businesses and citizens.

### ***Downtown Improvement Program***

The City of Lomita will develop a comprehensive strategy for revitalizing the downtown. This program may involve the preparation of a specific plan containing a Land Use Plan, design Guidelines, and Infrastructure Plan. Finally, the City of Lomita Zoning Ordinance will be amended to include a "Downtown" zone district.

### ***Environmental Review (Regulations)***

The City shall continue to evaluate the environmental impacts of new development and

provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for major projects and those that will have a potential to adversely impact the environment. Issue areas that will be addressed in the environmental analysis includes land use and development impacts. In compliance with CEQA, the City shall also assign responsibilities for the verification of the implementation of mitigation measures.

### ***Nonconforming Ordinance (Regulation)***

The City shall review, and if required, revise its Nonconforming Ordinance to ensure that it meets current objectives of the community. The initial step will require City staff to review the existing nonconforming ordinance. Staff shall prepare a report which will be submitted to the City Council and Planning Commission describing provisions of the ordinance and any problems which have been experienced related to its implementation. Handouts will be prepared for distribution at the planning counter and/or at pre-application meetings. Information will include a description of the ordinance and how property owners may bring their property into conformance with City codes.

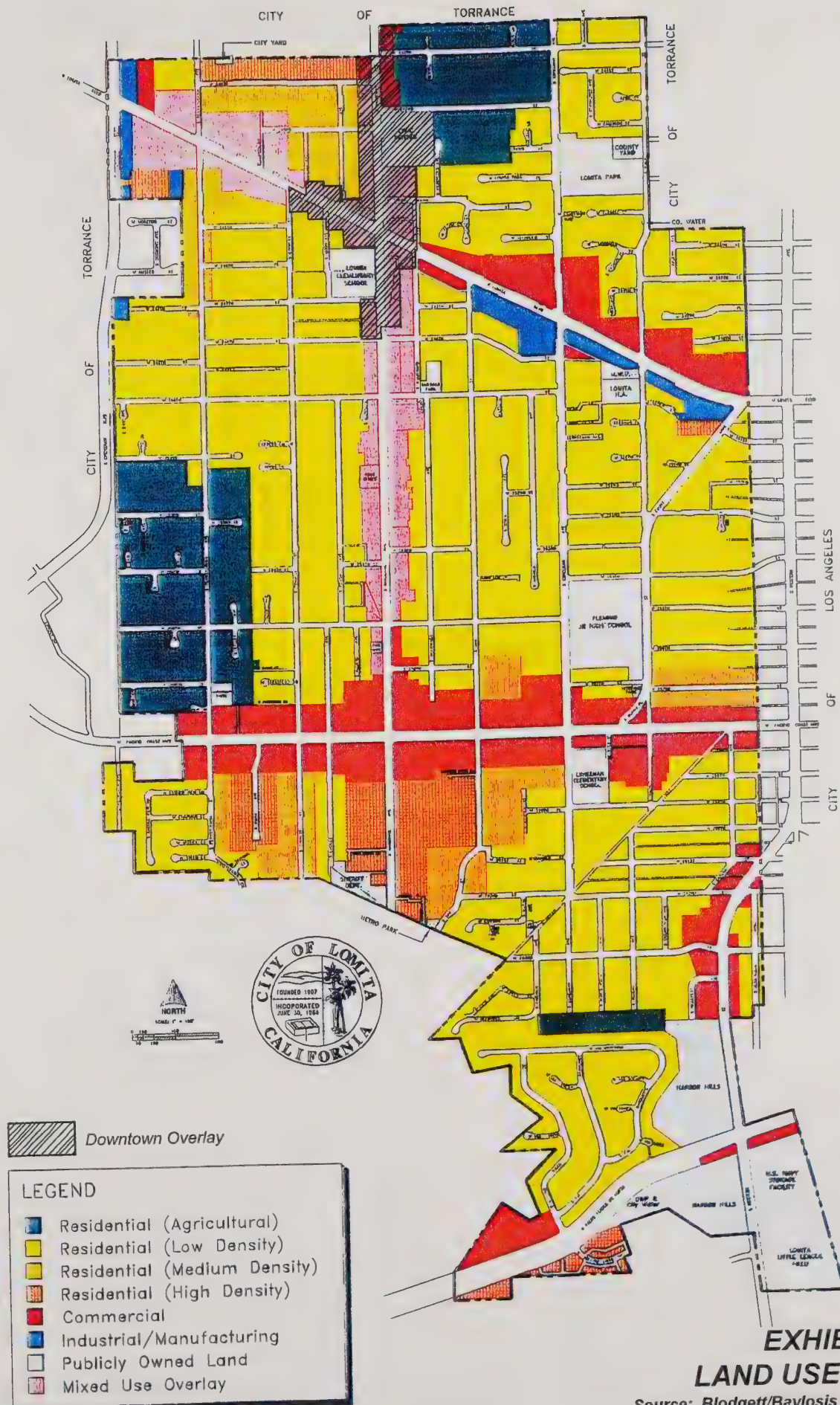
### ***Redevelopment (Program)***

The City will encourage future redevelopment of industrial and commercial projects in suitable locations to strengthen the City's tax and employment base. The City may investigate the feasibility of establishing a project area in the future.

### ***Zoning Conformity (Program)***

The City will review the Zoning Ordinance and Map to ensure the development standards are consistent with those identified in the Land Use Element. The City will initiate appropriate changes to the Zoning Map to ensure conformity between the Land Use Element and Zoning Map. City staff will also develop standards required to implement the proposed Mixed-Use and Downtown Commercial overlay land use designations.









## Constraints to Future Development

There are a number of development constraints which will require consideration in planning for future development and redevelopment in the City.

- ❑ **Availability of Land.** The majority of the City is urbanized. Vacant land is scarce and future development will likely involve the redevelopment of parcels that have been previously developed.
- ❑ **Irregular Lots.** There are irregular-shaped lots in the City which restrict development potential.
- ❑ **Market Competition.** The competition for attracting new development exists within the market area.

## BACKGROUND FOR PLANNING

### Overview of Planning Area

This section of the Land Use Element discusses the location and distribution of existing land uses, summarizes existing land use plans for the City, and identifies land use trends in the area. The City of Lomita is located 26 miles south of downtown Los Angeles and is bounded by the City of Torrance on the north and west; the City of Los Angeles to the east; and City of Rolling Hills Estates on the southwest. Southeast of Lomita is the City of Rancho Palos Verdes and unincorporated County land. The City's total land area is 1,261 acres or 1.97 square miles. Freeway access to the City is provided indirectly by Pacific Coast Highway (SR-1), which runs in an east-west direction through the City's southern section. Pacific Coast Highway connects to the Harbor Freeway (SR-110) approximately 3.5 miles to the east. Crenshaw Boulevard and Western Avenue are major arterial roadways along the western and eastern borders of the City of Lomita and provide connections to the San Diego Freeway (I-405) approximately 8.0 miles to the north.

## Development Trends

The City of Lomita "began" as a residential tract (Lomita Subdivision) in the early 1900's and became part of the oil drilling land and agricultural area in the 1920's. The Lomita Subdivision covered seven square miles in 1907. As the lots were sold, water wells, a school, a general store (with a post office), and other businesses soon followed. In 1923, oil in the area was discovered while drilling for water. The resulting "oil boom" in the area led to the conversion of residential lots into oil fields. Rapid growth occurred in the Lomita area, as egg ranches, fruit orchards and agricultural uses formed the community. Lomita became a center for the agriculture and oil extraction activities in the South Bay area. In the 1940's and 1950's, portions of the Lomita Subdivision were annexed by adjacent cities. By 1964, only 1.87 square miles of the Lomita Subdivision remained when the City of Lomita finally incorporated.

Today, the City is almost completely developed and the remaining vacant land is limited to scattered parcels. Existing development in the City is characterized by residential neighborhoods at varying densities, with commercial uses concentrated along Pacific Coast Highway, Lomita Boulevard, Crenshaw Boulevard, Narbonne Avenue and Western Avenue.

The City's January 1997 population is estimated by the California Department of Finance to be 20,302 persons. The 1997 housing stock consists of 8,313 dwelling units, consisting primarily of single-family detached units. The vacancy rate is 4.66 percent and the average household size is 2.54 persons per household.

### Existing Development

The City of Lomita is largely developed with residential land uses at varying densities. Major commercial development is concentrated along Pacific Coast Highway, with other commercial areas found along Lomita Boulevard, Western Avenue, Crenshaw Boulevard, and Narbonne Avenue. Geographically, the City of Lomita can be divided into three separate sections. The *hillside* area south of Pacific Coast Highway is known as the Lomita Pines due to its rolling terrain and

mature pine trees. This area is developed with residential uses, except for areas along Pacific Coast Highway and Western Avenue. The *central* portion of the City between Pacific Coast Highway and Lomita Boulevard has a level even topography with varying sized lots and land uses. Commercial uses line Narbonne Avenue, Pacific Coast Highway, and Lomita Boulevard. The rest of the area is developed with residential uses. Large residential lots are located at the southwestern area of this section and smaller lots are located on the northwestern and eastern areas. The *northern* portion of the City (north of Lomita Boulevard) is developed with residential land uses, except for small lot commercial uses along Narbonne Avenue. This area contains large rural residential lots just east of Narbonne Avenue and mobile home parks north of Lomita Boulevard on the west. Existing land uses and development in the City are illustrated Exhibit 2-2.

### ***Residential Development***

Prior to incorporation, the area which would someday be included in the City of Lomita was part of a residential tract in the early 1900's. Many of these residential areas were zoned for multi-family development when the City incorporated in 1964. Thus, many single-family homes were replaced with multi-family development or additional units were added behind the existing single-family units.

Seeing this trend towards higher density, the City moved to rezone these areas to lower densities in the early 1970's. The "down-zoning" generally reflected the development densities which existed at the time and served to stabilize the neighborhoods and ease the strain on the existing infrastructure. Single-family residential areas in Lomita now total approximately 691.5 acres or 54.8 percent of the City's total land area. Single-family residences are located along local residential streets, with multi-family projects and trailer parks along major roadways. According to the most recent (January 1996) State Department of Finance estimates for the City, there are 4,043 single-family detached units, 742 attached single-family units, 646 units in structures containing two-to-four units, and 2,368 units in "multiple-family" structures containing five or more units. There are 15 trailer parks with 516 spaces in the City,

covering 27 acres. Multi-family residential developments cover 51.2 acres or 4.1 percent of the City.

Approximately 702 acres are zoned for residential uses. There are several residential uses along major streets which are zoned C-G, including residences on Narbonne Avenue and Lomita Boulevard. These non-conforming uses do not have amortization schedules and may remain as long as the structure is habitable.

Some large rural residential lots remain in the City, although others have been subdivided into smaller parcels. Numerous lots are relatively narrow and developed with a single family unit at the front, with additional single family homes or multi-family units at the back.

### ***Commercial Development***

Commercial development in Lomita consists mainly of commercial uses concentrated along major roadways such as Lomita Boulevard, Western Avenue, Narbonne Avenue, Crenshaw Boulevard, and Pacific Coast Highway. The commercial areas within the City account for approximately 109 acres of land. Commercial structures in the City are characterized by low-rise development (one and two story structures). New commercial development can be seen on Pacific Coast Highway, as well as the western end of Lomita Boulevard. While older commercial structures are located on Narbonne Avenue and Lomita Boulevard. At the same time, some vacant commercial buildings have also been noted along Lomita Boulevard and along Narbonne Avenue.

### ***Industrial Development***

Industrial development in the City is limited to small, scattered parcels along Lomita Boulevard and Narbonne Avenue. Industrial land uses in the City account for approximately 8.7 acres.

### ***Open Space/Recreation Facilities***

Open space areas consist of undeveloped land preserved as open space, and maintained community and neighborhood parks and





**EXHIBIT 2-2**  
**EXISTING LAND USE**  
 Source: Blodgett/Baylosis Associates

recreational areas. The City has five parks: Lomita, Veterans, Hathaway and Metro Parks and the Lomita Railroad Museum Annex, covering approximately 7 acres. In addition, the Lomita Little League Field is located along Western Avenue, at the City's southeastern corner. This field is leased by the City from the U.S. Navy.

### **Public Facilities and Institutional Uses**

Public facilities are defined as land in public ownership, excluding parks. There are approximately 42 acres of public facilities in Lomita, including Civic Center, Fire Station No. 6, Sheriff's Station, the Lomita Community Center, the Lomita Post Office, schools, and local churches. The Post Office is located on land leased from a private property owner. The Lomita Civic Center includes the City Hall, the Lomita Library and the Los Angeles County offices and is located at the northern edge of the City on Narbonne Avenue. This Civic Center was constructed in 1975. The Post Office is located at 25131 Narbonne Avenue, between 250th and 254th Streets. Fire Station No. 6 is located at 25517 Narbonne Avenue, between Pacific Coast Highway and 255th Street. The County Sheriff's station is located at 26123 Narbonne Avenue at the southern end of the City. There is a jet fuel storage tank farm located on Western Avenue, south of Palos Verdes Drive North at the City's southeastern corner. This facility is owned by the U.S. Navy. Institutional land uses such as public and private schools and local churches are scattered throughout the City. Institutional uses within the City occupy approximately 19 acres.

### **Streets**

There are approximately 55 miles of roadways in the City. Roadway rights-of-way cover 27.3 percent of the City's land area, or 282 acres. The street system is defined by major north-south streets such as Crenshaw Boulevard, Narbonne Avenue, Eshelman Avenue and Western Avenue and east-west streets such as Pacific Coast Highway, Lomita Boulevard and Palos Verdes Drive North. Other local residential streets generally form an uneven grid at varying intervals, reflective of the subdivision of large rural lots into smaller parcels. Streets within the southern hilly area are more curve-linear and follow the local

terrain. A portion of the Palos Verdes Drive North right-of-way on both sides of Western Avenue has been vacated and the east side developed with a mini-mall.

Most roadways in the City consist of two travel lanes, with major streets having four travel lanes. Some residential streets have rights of way of 50 feet or less. This does not permit two travel lanes and on-street parking. Expansion to 60 feet (a desirable width) is often not possible due to the nature and extent of existing development.

### **Vacant and Undeveloped Land**

There are no large parcels of vacant land in the City of Lomita. Approximately 14 acres remain as privately owned vacant land. These include scattered parcels throughout the City that have remained vacant through time or where structures have been demolished.

Table 2-6 provides the breakdown of existing land uses in the City. As shown, over 61% of the City's land area is developed with residential land uses, with only 8.6% developed with commercial uses.

**Table 2-6**  
**Existing Land Uses**

Land Use	Area (acres)	Percent
Single-family Residential	691.5	54.8%
Multi-Family Residential	51.2	4.1%
Mobile Home Parks	27.0	2.1%
Commercial	108.8	8.6%
Institutional	18.8	1.5%
Public	41.6	3.3%
Industrial	8.7	0.7%
Vacant	13.2	1.1%
Parks and Open Space	18.5	1.5%
Streets	281.8	27.3%
Total	1,261.0	100.0%

Source: LDM Associates, 1997.



## **Land Use Plans**

The 1986 population of the City was projected by the previous General Plan to be at 25,000 to 30,000 persons. This projection has not been exceeded, with the 1986 population of 20,012 persons and a 1996 population of 20,091 persons.

The Lomita Zoning Ordinance and Zoning Map serve as the primary tools for land use control in the City and implements the goals and policies of the Land Use Element. The *Zoning Map* indicates the location and extent of specific land uses allowed within each parcel in the City. The *Zoning Ordinance* sets forth regulations and standards for development in these zones consistent with the goals, policies, and objectives of the General Plan.

The City of Lomita adopted its Zoning Ordinance in 1971 and its subdivision ordinance in 1972. In 1975, the City adopted a Municipal Code which effectively amended its Zoning Ordinance. The Lomita Zoning Ordinance has one agricultural zone, two residential zone districts with nine density ranges, five commercial zone districts, one commercial-manufacturing zone district, one commercial planned development district and an open space zone district.

## **Infrastructure**

### **Water Supply and Distribution**

Water service to Lomita was historically provided by the Los Angeles County Waterworks District No.13 until 1985 when the City acquired the Water District. Water service is now provided by the Lomita Water Department, except for a small portion of 211 homes on the southern portion of the City which is served by the California Water Service Company.

The water supply of the Lomita Water Department comes from two connections with the Metropolitan Water District (MWD) located at 2275 W. 262nd Street and at 26255 Appian Way. Approximately 2,635 acre-feet of water is used in the City annually, with demand increasing at about two percent to three percent per year. One acre-foot is equivalent to 326,000 gallons. Emergency connections are available with the City of Torrance water system at 240th Street and Narbonne

Avenue and with the MWD Palos Verdes Reservoir at Palos Verdes Drive East and Palos Verdes Drive North. The City also has one standby well for emergency purposes beside the Cypress Street reservoir.

The Lomita Water Department has two reservoirs with a total storage capacity of 140,000 gallons per day. The City is served by two pumps, one booster station, and approximately 30 miles of water lines. Peak monthly demand is approximately 260 acre-feet and minimum demand is 155 acre-feet. Average monthly use is approximately 220 acre-feet. The Cypress Street reservoir is currently only carrying half-capacity, but is planned for replacement with a five million-gallon reservoir within the next five years. A treatment plant for the water well at this reservoir site is also planned, so that the City may use its 1,360 acre-feet allotment of groundwater. Replacement of older and smaller water lines is ongoing at approximately 1,600 feet of water lines per year. Approximately ten miles of older lines remain in the City's plans for replacement and upgrade.

The California Water Service Company also derives its water supply from the Metropolitan Water District (MWD). The water is stored at the Palos Verdes reservoir, which has a capacity of 1,108 acre-feet or 361.1 million gallons. Major water lines are located on Palos Verdes Drive North, Palos Verdes Drive East and Palos Verdes Drive West to serve the Palos Verdes Peninsula, including the 211 homes on the hillside areas of Lomita, off Palos Verdes Drive North. The company stated that there are no known deficiencies in water supply or system capacity to serve this area.

The MWD obtains its water supply from the Colorado River Aqueduct and the Sacramento River/San Joaquin Delta through the State Water Project. The MWD sells water wholesale to the West Coast Basin MWD, which in turn provides the water supply to the City of Lomita. Imported water is directed to treatment plants in the San Fernando and San Gabriel Valleys, and in Yorba Linda. Main lines of the MWD connect to the Palos Verdes Reservoir, passing through the City of Lomita, as shown in Exhibit 2-3.



### **Sewer Service**

Sewer service in Lomita is provided by the Los Angeles County Sanitation District No. 5. Sewage from the City is conveyed in sewer lines maintained by the County Department of Public Works, which in turn, is directed into sewer mains located in Lomita Boulevard, Narbonne Avenue, Western Avenue and Crenshaw toward the Joint Water Pollution Control Plant (JWPCP) in the City of Carson. See Exhibit 2-4 for major sewer lines and the location of the JWPCP. The JWPCP has a design capacity of 385 million gallons per day (mgd) and currently processes approximately 330 mgd. Treated wastewater is disposed into an outfall at the Pacific Ocean located two miles offshore and 200 feet below the sea. Sludge from the JWPCP is composted on-site or transported to the Puente Hills Landfill.

### **Storm Drainage**

Stormwater drainage in the Lomita area generally flows from west to east in roadway gutters and county storm drains as shown in Exhibit 2-5. The area north of Pacific Coast Highway drains into the Lomita Drain which runs along 250th Street in Lomita. At the City's eastern boundary, the Lomita Drain is located in Lomita Boulevard and is connected to the Wilmington Drain, which in turn runs south into Harbor Park and Machado Lake. The area south of Pacific Coast Highway drains into the line in 259th Street which turns south just east of Normandie Avenue and then east into Harbor Park and Machado Lake. There are debris retention basins at these storm drain ends to reduce silt and sediments that enter Machado Lake. Also, a pump located north of Pacific Coast Highway near the Wilmington drain prevents silt from entering the lake. Stormwater runoff that enters the lake is ponded at the upper lake. When water levels reach seven feet or higher, the water flows over the dam and spillway and goes into the lower lake. Water at the lower lake flows into the Harbor outflow, which goes from the lower lake, south into the West Basin of the Los Angeles Harbor at John Gibson Boulevard.

A number of deficiencies in the storm drain system, as evidenced by historic street flooding, have been identified in the City. These

deficiencies represent areas where storm drains are needed and are also shown in Exhibit 2-5.

### **Solid Waste Disposal**

Solid waste disposal services are provided by the Metropolitan Waste Company for residential customers and private haulers provide service to commercial and industrial users. Solid wastes are brought to the Long Beach Waste-to-Energy Plant and recyclables are brought to Potential Industries in Wilmington.

In accordance with AB 939, the City of Lomita has developed a variety of source reduction and recycling programs designed to reduce solid waste disposal needs by 50% by 2000. These programs include the ongoing residential curbside recycling program by Metropolitan Waste, mandatory recycling areas for non-residential uses, and green waste recycling programs.

### **Utilities-Natural Gas and Electricity**

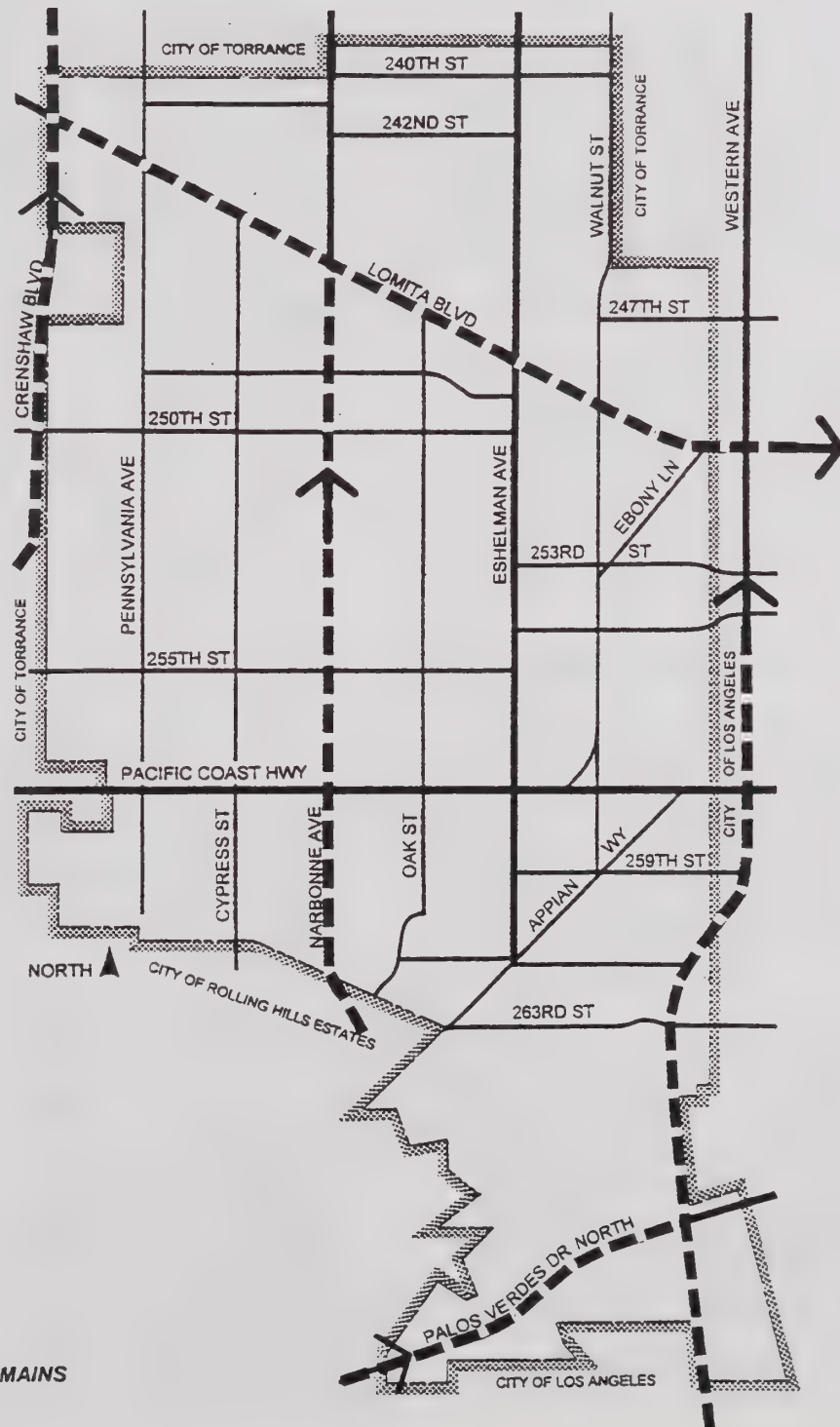
The Southern California Gas Company (SCG) is the regional natural gas purveyor and also services Lomita. SCG maintains a network of underground natural gas lines serving residential and commercial customers throughout Lomita, and has indicated that SCG provides service on demand, with adequate natural gas supplies exist to serve expected population growth of the Southern California region.

Electrical power service to the Southern California region, including Lomita, is provided by Southern California Edison (SCE). SCE maintains an electrical substation at 2318 255th Street. SCE administers several energy conservation programs for their customers including financial incentives for residents and commercial customers, and conservation services to aid low-income residents, senior citizens, the handicapped, and non-English speaking customers.



**EXHIBIT 2-3**  
**MAJOR WATER LINES**

Source: Blodgett/Baylosis Associates



**EXHIBIT-2-4**  
**MAJOR SEWER LINES**  
 Source: Blodgett/Baylosis Associates





**EXHIBIT 2-5  
STORM DRAINS**

Source: Blodgett/Baylosis Associates

### **Communications**

Pacific Bell Telephone Company provides local telephone service to Lomita customers through above ground telephone cables. Several long distance telephone companies are available to residents and commercial customers. Cable television in the City is provided by Continental Cablevision. Overhead telephone and power lines in the older areas of the City are currently being placed underground incrementally in coordination with SCE and Pacific Bell programs and as new development takes place.

### **Public Services**

#### **Sheriff-Law Enforcement**

The Los Angeles County Sheriff's Department provides police protection and law enforcement services in the City of Lomita, on a contract basis. A substation is located at 26123 Narbonne Avenue, at the southern end of the City. There are 95 sworn personnel at this station and 35 non-sworn personnel to serve the police protection and law enforcement needs of the Palos Verdes Peninsula, including Lomita but excluding Palos Verdes Estates.

#### **Fire Protection**

The Los Angeles County Fire Department provides fire protection services to the City of Lomita. Fire Station 6 is located at 25517 Narbonne Avenue, north of Pacific Coast Highway, and provides first response to the City with five firefighters and one truck and one paramedic squad. Nearby stations also provide support when necessary. These include the Torrance fire stations at the Torrance Airport and at Crenshaw Boulevard, L.A. City Fire Station 85 at 1331 W. 253rd Street, County fire stations 106 at 413 Indian Peak Road in Rolling Hills Estates, Station 36 at 127 W. 223rd Street in Carson and Station 83 at 83 Miraleste Drive in Rancho Palos Verdes. Station locations are shown in Exhibit 2-6.

### **Library Services**

The Lomita Library is located at 24200 Narbonne Avenue, beside City Hall. This library is part of the Los Angeles County Public Library System and offers 31,000 books and periodicals and a number of videos, CDs, and cassettes for a total of 46,175 items for use or loan. There are 16,600 cardholders at the library, with an annual circulation of 107,000 books and other materials.

Some 6,060 patrons visit the library per month. Programs include weekly story-times, book weeks, and special projects. In addition to the on-site resources, library users can access the entire County system's resources through inter-library loans with 87 other county libraries.

### **Educational Services**

Educational services in Lomita are provided by the Los Angeles Unified School District (LAUSD). Four elementary schools, two middle schools and one high school serve the City: Eshelman Avenue, President Avenue and Harbor City Elementary Schools, Dodson and Fleming Middle Schools, and Narbonne High School. In addition, the Lomita Math/Science Fundamental Magnet School is located in the City. Two private schools are also located within the City. Schools serving Lomita residents are listed in Table 2-7, and shown in Exhibit 2-7.

In addition to public elementary school programs and services, the LAUSD offers adult education classes at Narbonne High School. The City of Lomita is also within the service boundaries of the Los Angeles Community College District. The L.A. Harbor College is a one of the colleges of the District and is located in Wilmington, approximately 2.5 miles southeast of Lomita. This college offers Associates of Arts and Associates of Science degrees in various fields and a variety of certificate programs. Enrollment at Harbor College is approximately 8,000 students per semester.

**Table 2-7**  
**School Facilities**

Name of School/ Location	Enroll- ment	Capacity
<b>Public</b>		
Eshelman Avenue Elementary School, 25902 Eshelman, Lomita	766	732
President Avenue Elementary School*1465 243rd, Harbor City	550	621
Harbor City Elementary School* 1508 254th, Harbor City	701	660
Lomita Fundamental Magnet School2211 W. 247th, Lomita	1133	1307
Fleming Middle School 25425 Walnut, Lomita	1502	1809
Dodson Middle School 28014 Montereyina Dr, RPV	1256	1805
Narbonne High School* 24300 Western, Harbor City	2313	2747
<b>Private</b>		
St Margaret Mary Catholic School 25429 Eshelman	329	K-8
Chabad of South Bay 24412 Narbonne	60	(day care- 4th grade)

\* Schools are not located in Lomita.

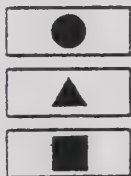
Source: Los Angeles Unified School District, 1996.

The El Camino Community College District also serves the South Bay area through its one college, El Camino College, located at 16007 Crenshaw Boulevard in Torrance. The El Camino Community College also offers Associate of Arts and Associate of Science degrees and certificate programs. Enrollment at this college is approximately 22,700 students per semester.





North ▲



FIRE STATION

SHERIFF STATION

LIBRARY



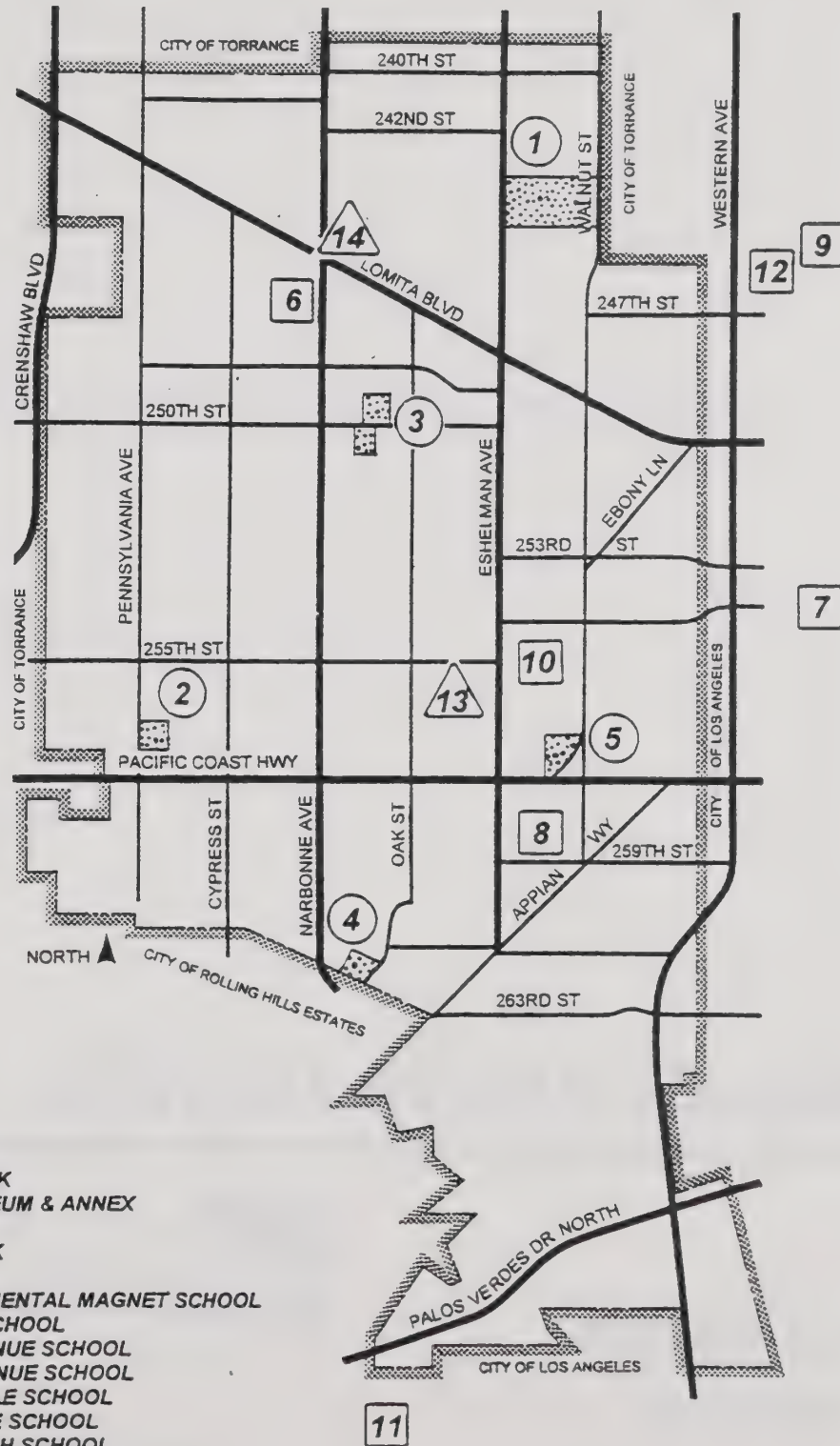
SCHOOL

LOS ANGELES COMMUNITY COLLEGE

POST OFFICE

## EXHIBIT 2-6 PUBLIC SERVICES

Source: Blodgett/Baylosis Associates



**PARKS**

- 1-LOMITA PARK
- 2-HATHAWAY PARK
- 3-RAILROAD MUSEUM & ANNEX
- 4-METRO PARK
- 5-VETERANS PARK

**SCHOOLS**

- 6-LOMITA FUNDAMENTAL MAGNET SCHOOL
- 7-HARBOR CITY SCHOOL
- 8-ESHELMAN AVENUE SCHOOL
- 9-PRESIDENT AVENUE SCHOOL
- 10-FLEMING MIDDLE SCHOOL
- 11-DODSON MIDDLE SCHOOL
- 12-NARBONNE HIGH SCHOOL
- 13-SAINT MARGARET MARY SCHOOL
- 14-CHABAD OF SOUTH BAY

**EXHIBIT 2-7  
SCHOOLS**

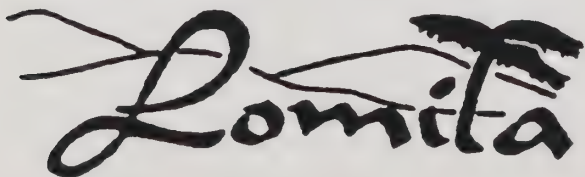
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# ***CIRCULATION ELEMENT***

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***City of Lomita***  
***General Plan***



## **INTRODUCTION TO THE CIRCULATION ELEMENT**

The Circulation Element of the Lomita General Plan is one of seven State mandated elements and is intended to guide the development of the City's circulation system in a manner that is compatible with the Land Use Element. Future development in the City and new development in the surrounding communities will result in increased demands on the City's roadways. To help meet these demands, the City has adopted specific policies to serve as this Element's policy framework.

### ***Relationship to the General Plan***

The purpose of the Circulation Element is to provide a safe and efficient circulation system for Lomita and to promote the safe and efficient movement of goods and traffic within the City. According to California Government Code Section 65302(b), this Element must identify "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other public utilities and facilities, all correlated with the Land Use Element of the Plan."

The Circulation Element of the Lomita General Plan portrays the roadway system needed to serve traffic generated by uses permitted under the Land Use Element. Traffic forecasts in the Circulation Element are also used to determine future traffic noise levels within the Noise Element. The Safety Element indicates emergency evacuation routes and minimum road widths to accommodate emergency vehicles. Finally, the Circulation Element is responsive to regional transportation plans, such as the Congestion Management Plan which focuses on the development of a regional transportation system to accommodate the projected traffic demands within the greater metropolitan area. This Circulation Element is organized around the following sections:

- ☐ *The Introduction to the Circulation Element* provides an overview of the Element and its statutory requirements.

- ☐ *The Circulation Element Policies* contains policies related to transportation issues and circulation related infrastructure.
- ☐ *The Circulation Plan* establishes policies and indicated programs designed to improve traffic and circulation within the City. Typical standards for each category of roadway are also indicated.
- ☐ *The Background for Planning* section includes information related to current traffic and circulation conditions. Public transportation and alternative forms of transportation are also addressed.

## **CIRCULATION ELEMENT POLICIES**

The City of Lomita seeks to accomplish the following goals through implementation of the policies and programs contained in this Circulation Element:

- ☐ To promote the maintenance and improvement of roadway systems in the City which will accommodate future traffic;
- ☐ To promote the use of innovative circulation strategies designed to create a transportation system that is sensitive to the City's aims for economic development;
- ☐ To support the development of a roadway and circulation network that promotes pedestrian activity in selected districts within the City;
- ☐ To promote a more efficient use of alternative forms of transportation that serve the City; and
- ☐ To ensure that roadway improvements are sensitive to the community's long-range goals for a livable and sustainable community.

To accomplish the aforementioned goals, the City of Lomita has adopted the following policies to guide future transportation planning and design in the City.



***Circulation Policy 1***

The City will encourage the development of an increasingly safe and efficient regional transportation system in the area and discourage the use of local streets in the City for non-local and regional through traffic except in emergency situations.

***Circulation Policy 2***

The City will strive to provide a system of signalization which will augment and assist in the safe and efficient movement of traffic through the City. The City will investigate the feasibility of participating in a regional signalization program (such as the ATSAC program) with neighboring jurisdictions.

***Circulation Policy 3***

The City will develop and maintain a logical local circulation system based on a hierarchy of streets which serve the existing and future needs of the City. The City will evaluate the need to "reopen" roads now closed to through traffic.

***Circulation Policy 4***

The City will be proactive in assessing the impact of future land uses and development on the local circulation system.

***Circulation Policy 5***

The City will continue to promote the use of public transit and other alternative forms of transit to reduce travel expense, energy use, environmental impact, and congestion.

***Circulation Policy 6***

The City will encourage the development, maintenance, and improvement of pedestrian-oriented facilities, where appropriate, to ensure the safety and use of pedestrian movement throughout the City and as a means to reduce traffic. The City will also encourage the maintenance and improvement of bicycle oriented facilities, where appropriate, to ensure the safety and use of bicycle movement throughout the City.

***Circulation Policy 7***

The City will evaluate parking restrictions/regulations to increase the

availability of parking whenever possible without jeopardizing safety.

***Circulation Policy 8***

The City will strive to establish a beautification program for major roadways in Lomita.

***Circulation Policy 9***

The use of alternative fueled vehicles for local and ways to more efficiently use the existing Dial-A-Ride services will be investigated.

***CIRCULATION PLAN***

The Circulation Plan for the City of Lomita supports the land use and development objectives outlined in the Land Use Element. The Circulation Plan is shown in Exhibit 3-1 and is discussed in this section.

***Roadway Classifications & Standards***

The roadway classification system described herein is used to identify the function of each roadway in the City. The classification system provides a logical framework for the design and operation of roadways serving Lomita. The functional classification system allows the residents and elected officials to identify preferred characteristics of each street.

If the observed characteristics of a street changes from the functional classification, then actions may be taken to return the street to its originally intended use or to change the roadway classification in response to new development. In the latter instance, certain additional roadway improvements may be required to accommodate the roadway's new functional classification and the corresponding standards.



## EXHIBIT 3-1 CIRCULATION PLAN

Source: Blodgett/Baylous Associates

The primary circulation system in the City of Lomita serves two distinct and equally important functions: the City's roadways provide access to individual properties, and enable persons and goods to be transported into and through the City. The design and operation of each roadway depends on the importance placed on each of these functions. For example, some roadways are designed to carry larger traffic volumes and generally have more lanes, higher speed limits and fewer driveways. In contrast, other streets have fewer lanes, lower speed limits, and more driveways to provide access to individual properties.

The roadway system in Lomita has been defined using a classification system which describes a hierarchy of roadway types. The categories of roadways included in this classification system differentiate the size, function, and capacity of each type of roadway. The various roadway classifications are described below.

### **Major Highways**

This roadway classification provides for through traffic movement between and across the City. The designated curb-to curb width for a typical major highways is 80 to 86 feet within a 100-foot right-of-way. This roadway classification typically provides four through travel lanes and may or may not include a raised or painted median. Designated major highways in Lomita include Pacific Coast Highway, Lomita Boulevard, Crenshaw Boulevard, Western Avenue, and Palos Verdes Drive North.

### **Secondary Highways**

Secondary highways provide for traffic movement across the City, as well as shorter distance local intra-city traffic movement. This classification of roadway generally provides greater access to abutting land uses compared to major highways. This classification of roadway generally carries lower traffic volumes. Secondary highways typically have a curb-to-curb width of 64 feet in an 80 foot right-of-way. Narbonne Avenue is the only designated secondary highway in Lomita.

### **Collector Streets**

Collector streets are designed solely to collect traffic from residential streets and channel it to the arterial highway system. Collector streets typically have 40 foot curb-to-curb widths and 60 foot rights-of-way. Designated collector streets in Lomita include 250th, 255th, and 262nd Streets (east-west collectors) and Pennsylvania Avenue, Eshelman Avenue, Walnut Avenue, and Ebony Street (north-south collectors). Narbonne Avenue, north of Lomita Boulevard, is designated as a collector street.

### **Local Streets**

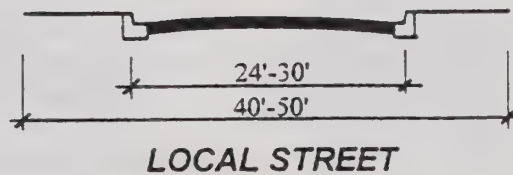
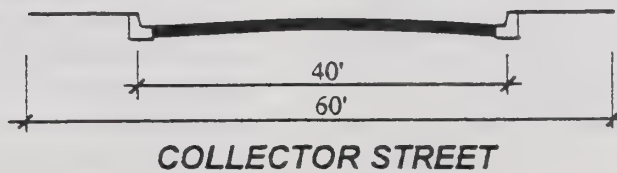
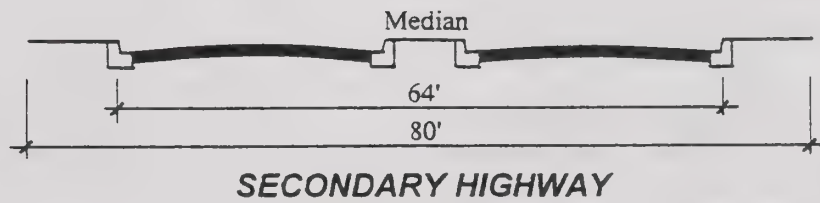
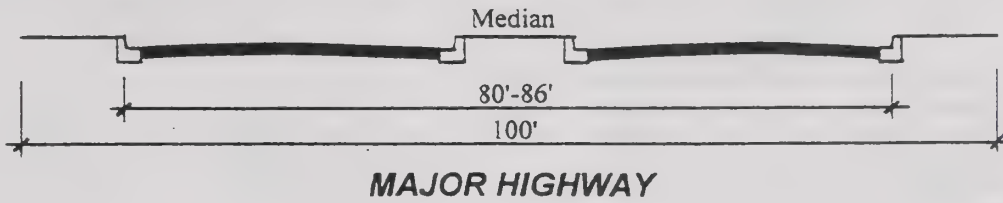
Local streets are subordinate to the basic circulation network described above, yet constitute the majority of the roads in Lomita. These streets provide access to individual parcels and only provide circulation within a neighborhood block. Local streets in Lomita are generally 40 to 50 feet wide, with a pavement width of between 24 to 30 feet. Most streets have been improved with curbs, gutters, and sidewalks. The City standard for local streets is 60 feet (with 36 feet curb to curb pavement width and two lanes and on street parking on both sides). This standard has not been achieved for a number of local streets in the City and is not likely to be achieved considering the developed character of the City.

### **Private Streets**

Private streets refer to those roadways which provide access to individual lots within a planned unit development, condominium project or residential tract. These streets are typically 60 feet wide and provide one travel lane in each direction. Most of the private streets in the City are cul-de-sacs which have not been dedicated to the City and are maintained by developers or homeowner associations.

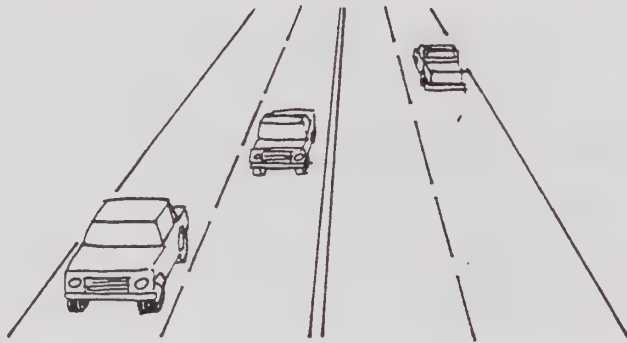
Table 3-1 summarizes the standards generally applicable to each roadway classification. Exhibit 3-1 illustrates Circulation Plan in the City of Lomita and Exhibit 3-2 illustrates the typical cross section for each roadway classification.





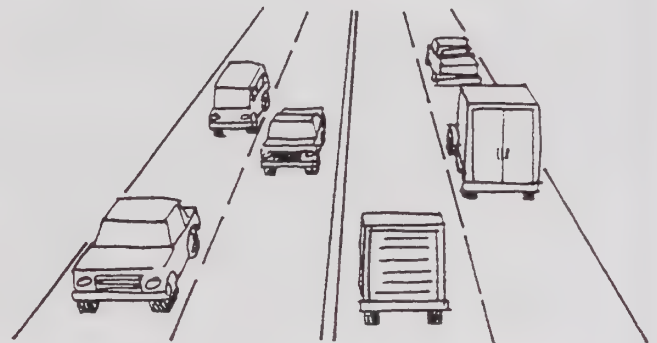
**EXHIBIT 3-2**  
**TYPICAL ROADWAY CROSS SECTIONS**

Source: Blodgett/Baylosis Associates



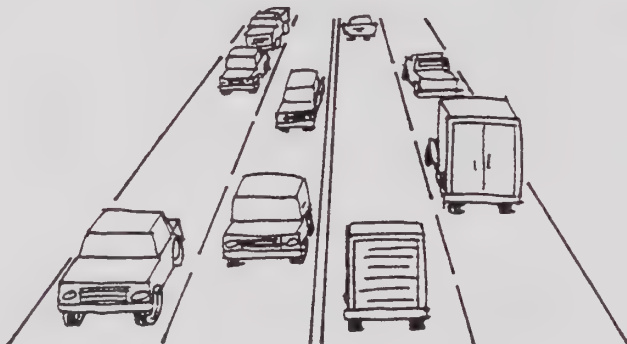
#### Level of Service A

Free flow in which there is little or no restriction on speed or maneuverability.



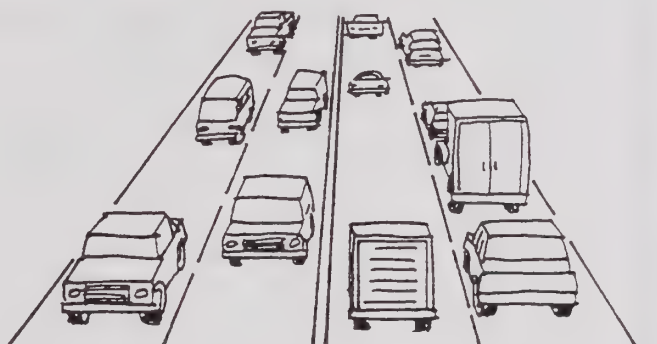
#### Level of Service B

Stable flow though operating speed is beginning to be restricted by other traffic.



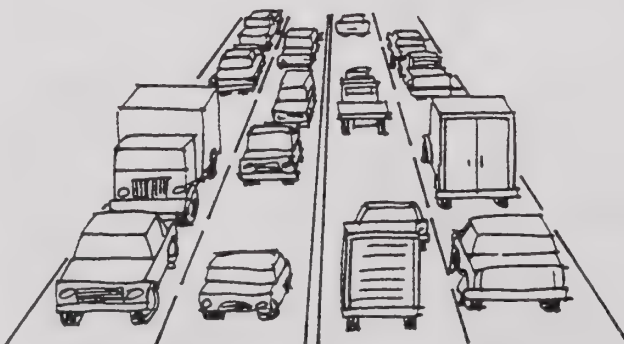
#### Level of Service C

Stable flow though drivers are becoming restricted in their freedom to select speed, change lanes or pass.



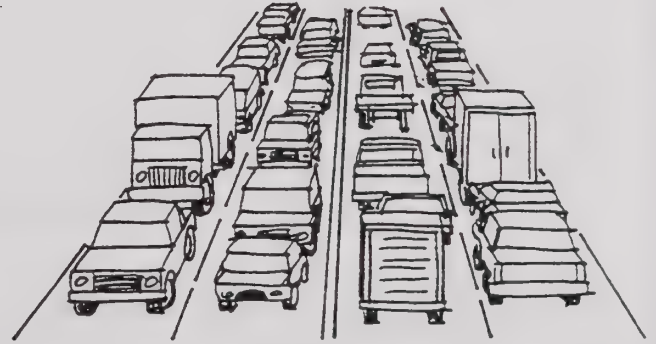
#### Level of Service D

Tolerable average operating speeds are maintained but are subject to considerable sudden variation.



#### Level of Service E

Speeds and flow rates fluctuate and there is little independence on speed selection or ability to maneuver.



#### Level of Service F

Speeds and flow rates are below those attained in Level E and may, for short periods, drop to zero.

### EXHIBIT 3-3 LEVEL OF SERVICE

Source: Blodgett/Baylosis Associates

**Table 3-1**  
**Roadway Classification Standards**

	Major Hwys	Secondary Hwys	Collector Roads	Local Streets
Travel Lanes	4	2-4 lanes	2 lanes	2 lanes
Parking Lanes	0-2	0-2 lanes	0-2 lanes	0-2 lanes
Volumes ADT	20,000-greater	10,000 or greater	Up to 10,000	2,000 or less
ROW width	100 ft	80 ft.	60 ft.	40-50 ft.
Pavement Width	80-86 ft	64 ft.	40 ft.	24-30 ft.

Notes: ADT refers to average daily traffic volumes

## Performance Standards

Evaluating the ability of the circulation system to serve existing and projected traffic demands requires the establishment of suitable "performance criteria". These performance criteria serves as a means by which traffic volumes are compared to circulation infrastructure (roadway segments and intersections) and the adequacy of that infrastructure to accommodate existing or projected traffic volumes. Performance criteria have a policy component, which establishes a desired level of service (LOS), and a technical component, which provides a more quantified measure.

LOS may be defined in a number of ways. A qualitative measure often used (and illustrated in Exhibit 3-3) defines LOS according to a sliding scale (A through F) where LOS "A" represents optimal traffic conditions and LOS "F" equates to significant congestion and is generally considered to represent an unacceptable condition.

A more quantitative measure used to define an intersection's level of service employs a ratio between an intersection's design capacity (as measured in traffic volumes) and the existing and/or projected traffic volumes. This method, referred to as the Intersection Capacity Utilization (ICU) is compared to LOS standards in Table 3-2.

**Table 3-2**  
**Level of Service Definitions**

LOS	ICU Ratio	Definition
A	0.00-0.60	free flow traffic conditions
B	0.61-0.70	stable flow, some restrictions
C	0.71-0.80	satisfactory operating speeds
D	0.81-0.90	unstable conditions beginning
E	0.91-1.00	significant delays
F	1.01-	severe congestion

Source: Blodgett/Baylosis Associates 1997

The performance criteria used for evaluating volumes and capacities of the City street and highway system include both average daily traffic (ADT) volumes for individual roadway segments and peak hour intersection volume criteria (CL).

Average daily traffic (ADT) capacities represent the general level of daily traffic that each roadway type can carry and should be used as a general design guideline only. Level of service for intersections is more precisely determined by examining peak hour intersection volumes. Therefore, the Circulation Element uses peak hour volumes as a basis for determining appropriate capacity needs.

The City of Lomita has established level of service (LOS) "D" as a target level of service (LOS) standard and LOS "E" as a threshold standard. The City recognizes that not all intersections within the City can meet the target LOS "D". In these instances, the City Council must find that the improvements necessary to meet the target LOS "D" are not feasible because of one or more of the following reasons: 1. the cost of the necessary improvements exceeds available funding sources; 2. the design of the necessary improvements is not compatible with the surrounding land uses; or, 3. the design of the necessary improvements is contrary to other established City policies. For Individual roadway segments, a level of service "C" standard is used to monitor capacity needs.



The functional designation of a roadway does not necessarily indicate the existing conditions (i.e., traffic volume, width and available right-of-way). Instead, it indicates the intended use and ultimate design of the roadway to accommodate the anticipated travel demand. In addition, the typical cross section of the roadway does not necessarily mean that the roadway should be redesigned or widened to meet its typical cross section. Rather, the typical cross section serves as a benchmark in planning future roadway improvements.

### Regional Transportation Plans

The City of Lomita is a part of the Los Angeles County Congestion Management Plan (CMP) which is a state-mandated program with the passage of Assembly Bill 471.

The requirements of the CMP became effective with the voter approval of Proposition 111 in June, 1990. The CMP was created for the following purposes:

- ☐ To link land use, transportation and air quality decisions;
- ☐ To develop a partnership among transportation decision makers in devising appropriate transportation solutions that include all modes of travel; and
- ☐ To propose transportation projects which are eligible to compete for State gas tax funds.

Pacific Coast Highway and Western Avenue are both CMP-designated arterial roadways in Lomita. The Pacific Coast Highway/Western Avenue intersection is currently operating at LOS D, during both the morning (AM) and evening (PM) peak hour. Other intersections with Pacific Coast Highway are operating at LOS F during the AM and PM peak hours.

### Implications of Future Development on the Circulation Plan

As discussed in the previous section, the desirable goal for every classified street is that it carry the designated volume of traffic at the desired level of service. The arterial roadways in the City's

circulation system are classified according to their facility-type designation and sized to provide sufficient capacity for projected volumes.

Based on future growth and development in the City, the future daily, two-way street and highway traffic volumes have been estimated to reflect new trips from future development. The traffic volumes reflected in Table 3-3 present the daily, two-way traffic volumes at year 2010 based on a cumulative growth of 0.77 percent per year or a 14-year growth of 11.34 percent.

**Table 3-3**  
**Future Traffic Volumes from Major Roadways**

Roadway	Classification	ADT
Ebony Lane	Collector	3,340
Lomita Blvd.	Major Highway	40,083
Eshelman Ave.	Collector	6,124-6,903
Palos Verdes Dr.N	Major Highway	25,608-36,742
Pennsylvania Ave.	Collector	4,676-7,014
Walnut Ave	Collector	3,507-4,732
Western Ave.	Major Highway	23,381-28,948
Crenshaw Ave.	Major Highway	34,515-45,649
Pacific Coast Highway	Major Highway	50,660-52,330
Narbonne Ave	Secondary Highway	13,361-15,588

Source: Blodgett/Baylosis Associates, 1996.

### Circulation Programs

There are a number of key programs the City will continue to implement or undertake as part of the implementation of this General Plan. These existing and proposed programs are identified below.

#### Caltrans Coordination

The City will coordinate efforts with Caltrans to upgrade Pacific Coast Highway. The purpose of this undertaking is to ensure the City is fully appraised of roadway and facility improvement efforts in the early stages of planning and design.

The City will continue to work with Caltrans and the Metropolitan Transportation Authority (MTA), as appropriate and will request to be on all notification lists for future projects that may impact the City.

### ***Capital Improvement Planning***

The City's Capital Improvement Program (CIP) is a five-year plan which indicates the timing of major capital expenditures. Individual projects are reviewed and ranked on an annual basis and may include street scape upgrades, installation of traffic signals, slurry seal for streets, sidewalk repair, and sewer line upgrades. The City will continue to update, review, and implement its CIP to consider transportation related improvements.

### ***Dial-A-Ride Review Program***

This program involves a review of existing and future policies and procedures with regards to the operation of the City's Dial-a-Ride program. The purpose of this program is to devise and initiate an adequate and truly cost effective "Dial-A-Ride" program which will maximize the acquisition of public and government funds where applicable and available, while maintaining an optimum level of convenient and comfortable service for its users. The City Administrator will initiate review at the discretion of the City Council.

### ***Environmental Review***

The City shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for major projects and those that will have a potential to adversely impact the environment. Among those issue which may be addressed in the environmental analysis includes traffic, parking, and circulation. In compliance with CEQA, the City shall also assign responsibilities for the verification of the implementation of mitigation measures. The City's environmental review procedures are in place.

### ***Mitigation Fee Ordinance***

The City will explore strategies to ensure the public does not bear an undue burden associated with new development. The City will determine a

reasonable and fair method of assessing new development for the cost of providing any additional infrastructure required by the development. The first step of this programs implementation calls for the preparation of a mitigation fee strategy study to be initiated by the City Administrator.

### ***Parking Ordinance Review***

The City shall evaluate the existing parking standards provided in the City's Zoning Ordinance.

The City Administrator will initiate the study of the City's parking standards. The City Council, following consideration of the study, will provide direction regarding how to proceed with the implementation of the study's recommendations.

### ***Parkway Landscaping Program***

The City shall implement a parkway landscaping and maintenance program. The program will be subject to annual review as part of the City budget and CIP review.

### ***Public Transit Review Program***

The City will evaluate the need to modify routes, schedules, and fares of local transit service to achieve circulation goals and policies (e.g., coordinate the local transit system with the regional transit system). The City will work with the MTA and transit service agencies in adjacent communities to identify the most beneficial route and stops in the City. A City staff person will be assigned as liaison between the City and transit providers. The City will provide development plans for those projects which may affect public transit services to service providers for review.

### ***Signalization***

The City will strive to provide optimum signalization on major thoroughfares to maximize circulation efficiency, such as participation in a regional signalization program. City staff will outline both the need and strategy for improved signalization. Coordination with Caltrans and MTA in this regard will be undertaken. City staff will present their findings to the City Council for direction.



### ***Transit Centers***

The Land Use Plan calls for the development of a pedestrian-friendly downtown and business district. Transit centers consisting of bus turnouts and loading areas, weatherproof shelters, information center, emergency phones, and in some areas, park and ride facilities will be expanded as part of this future development. The lead City Agency to study the feasibility of developing "transit centers" will be designated by the City Administrator.

### ***Traffic and Circulation Studies***

The City Traffic Commission will evaluate the feasibility of altering the circulation and traffic patterns for a number of roadways in the City. One task will include an assessment of Narbonne Avenue to examine the feasibility of converting that portion of the roadway in the vicinity of the "downtown to a two-lane roadway. This would enable on-street angled parking to be provided immediately in front of businesses. It would also result in a reduction in travel speeds through the area which would make the area more pedestrian friendly. A second study will be undertaken to evaluate the feasibility of re-opening a number of local streets that were previously closed-off. These studies will involve the requisite review by the traffic commission and public testimony to determine whether these approaches are acceptable to the community at large.

## **BACKGROUND FOR PLANNING**

This section of the Circulation Element serves as the technical appendix to the Element indicating existing conditions relative to traffic and circulation in the City. According to State guidelines (State of California Government Code Section 65302(b)), General Plan Circulation Elements shall identify "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other public utilities and facilities, all correlated with the Land Use Element of the Plan."

This section describes the existing roadway network in the City, existing circulation conditions, and alternative means of transportation, as well as identify any circulation issues that need to be considered in planning improvements to the circulation system to accommodate planned growth in the City.

### ***Existing Roadway Network***

There are approximately 55 miles of roadways in the City. The street system is defined by major north-south streets such as Crenshaw Boulevard, Narbonne Avenue, Eshelman Avenue and Western Avenue and east-west streets including Pacific Coast Highway, Lomita Boulevard and Palos Verdes Drive North. Other local residential streets generally form an uneven grid at varying intervals reflecting earlier subdivision patterns. Streets within the southernmost portion of the City are more curvilinear and follow the local topography.

Freeway access to the City is provided by Pacific Coast Highway (SR-1), which runs in an east-west direction through the southerly portion of the City. Pacific Coast Highway connects to the Harbor Freeway (SR-110) approximately 3.5 miles to the east. Crenshaw Boulevard and Western Avenue are major arterial roadways which form the western and eastern borders of the City of Lomita. These two roadways provide connections to the San Diego Freeway (I-405) approximately 8.0 miles to the north.

The primary circulation system in the City of Lomita consists of local surface streets and arterial roadways. These streets serve two distinct and equally important functions: access to adjacent properties, and movement of persons and goods into and through the City, respectively. The design and operation of each street or arterial roadway depend upon the importance placed on each of these functions. For example, the arterial roadways are designed to carry large volumes of vehicles into and through the City. Because of their function, arterial roadways have more lanes, higher speed limits and fewer driveways. In contrast, residential streets have fewer lanes, lower speed limits, and more driveways to provide access to individual properties.



The major roadways which serve as the framework for the City's circulation system are discussed below:

*Pacific Coast Highway*, State Route 1, is a major east-west highway through the City. In Lomita, Pacific Coast Highway has two travel lanes in each direction and traffic signals at its intersections with Western Avenue, Eshelman Avenue, Narbonne Avenue, Walnut Avenue, Oak Street, Cypress Avenue, Pennsylvania Avenue and Crenshaw Boulevard.

*Lomita Boulevard* is oriented in a northwest to southeast direction through the City and has two travel lanes in each direction, a painted median and left turn pockets and signals at major intersections (Narbonne Avenue, Pennsylvania Avenue, Eshelman Avenue, Walnut Avenue, Crenshaw Boulevard, and Western Avenue).

*Narbonne Avenue* is a major north-south arterial highway and is the City's oldest roadway corridor. Narbonne Avenue has two travel lanes in each direction, with traffic signals with Lomita Boulevard, 250th Street, 255th Street, and Pacific Coast Highway. The roadway connects to Palos Verdes Drive East on the south and to Arlington Avenue on the north.

*Crenshaw Boulevard* defines the City's western boundary and has three travel lanes in each direction, a center median lane and exclusive left-turn lanes at major intersections. This regional arterial roadway extends from Rancho Palos Verdes on the south, all the way to downtown Los Angeles on the north.

*Western Avenue* is another regional arterial roadway which runs in a north-south direction, just east of the City of Lomita. A short segment of this major roadway is located within Lomita, south of Pacific Coast Highway and north of Peninsula Verde Drive. Western Avenue has two lanes in each direction with a raised center median.

Other main north-south streets in the City include Pennsylvania Avenue, Eshelman Avenue, and Oak Avenue. East-west streets in the City include the number streets from 239th Street on the north edge of the City to 264th Street at the southern section of Lomita.

The rights-of-way, number of lanes, and existing average daily traffic on primary roadways in the City are provided in Table 3-4. As shown, Pacific Coast Highway handles as much as 47,000 vehicles per day, with a peak of 48,500 vehicles. Lomita Boulevard carries 36,000 vehicles per day and Western Avenue carries as much as 26,000 vehicles per day.

**Table 3-4**  
**Existing Traffic Volumes**

Roadway	ROW	Lanes	ADT <sup>1</sup>
Ebony Lane	56'	1@way	3000
Lomita Blvd.	60'-84'	2-3@way	36000
Eshelman Ave	60'	1@way	5500-6200
Narbonne Ave	60'	2@way	12000-14000
Palos Verdes Drive North	84'-110'	3@way	23000-33000
Pennsylvania Ave	36'	1@way	4200-6300
Walnut Ave	30'-56'	1-2@way	3150-4250
Western Ave	80'	2@way	21000-26000
Crenshaw Blvd	84'	3@way	31000-41000
Pacific Coast Highway	74'	2-3@way	45500-47000 <sup>2</sup>

<sup>1</sup>ADT-Average Daily Traffic Volumes

<sup>2</sup>Caltrans 1995 Freeway Volumes

Source: City of Lomita, 1996; City of Torrance, 1996.

### Intersection Analysis

Currently, the intersections of major and secondary highways in Lomita are signalized and all other intersections are unsignalized (two-way or four-way stop sign controlled). As traffic volumes increase, there may be a need to install more traffic signals in the City or implement other roadway improvements. The function of a traffic signal at the intersection of two streets is to assign right-of-way to the traffic on each of the intersecting streets. The capacity of each street is reduced at a signal because traffic on one street is delayed while traffic on the intersecting street is allowed to flow. Therefore, signalized intersections are generally the most critical element affecting a roadway system's capacity.

One of the most important types of data needed to conduct intersection analysis is peak period (i.e., 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.) traffic

volume counts. Operating conditions at major intersections were analyzed for the morning (AM) and evening (PM) peak hours using the Intersection Capacity Utilization (ICU) methodology. Based upon the 1996 traffic counts, each study intersection was analyzed for AM and PM peak hour volume/ capacity ratios (V/C) and levels of service (LOS).

The Los Angeles County Congestion Management Plan (CMP) has LOS E as the standard LOS for designated CMP roadways in Los Angeles County. According to the CMP, a significant traffic impact is one which increases traffic demand on a CMP facility by 2 percent or results in a decline in the volume-to-capacity ratio of 0.02 or greater, which results in a Level of Service F.

Table 3-5 illustrates the existing levels of service at major intersections in the City. During the AM peak hour, all signalized intersections are operating at Level of Service E or better. During the PM peak hour, several intersections along Lomita Boulevard and Pacific Coast Highway are operating at a level of service F. Pacific Coast Highway generally runs parallel the I-405 Freeway and carries large volumes of traffic. Also, Lomita Boulevard seems to be serving as an alternate route to Pacific Coast Highway and the I-405 Freeway, the heavy eastbound through and left-turns from Lomita Boulevard are contributing to the level of service F at intersections along this route.

**Table 3-5**  
**Intersection Levels of Service**

Intersection	AM ICU/LOS	PM ICU/LOS
Pacific Coast Highway/Western		0.909/E
Pacific Coast Highway/Narbonne		1.216/F
Pacific Coast Highway/Crenshaw		1.028/F
Lomita/Western	—	0.838/D
Lomita/Walnut	0.854/D	0.751/C
Lomita/Eshelman	0.762/C	0.748/C
Lomita/Narbonne	0.671/B	1.01/F
Lomita/Pennsylvania	0.866/D	0.98/E
Lomita/Crenshaw	0.937/E	1.141/F

Source: City of Lomita, 1996; City of Torrance, 1996.

Unsignalized intersections are different from signalized intersections due to different operating characteristics. At signalized locations, all approaches to the intersection are subject to delay by a red signal indication. At a majority of unsignalized locations, however, only the minor street traffic and left-turning traffic from the major street are subject to delay. The major street through movement is never forced to stop to accommodate other traffic (unless there is a four-way stop). At unsignalized intersections, the level of service is therefore defined for the minor street traffic movements and the major street left turns only. Major street through traffic is not constrained and measurement of level of service is not possible, except for intersections with a four-way stop.

The vehicles on the side street and turning left from the major street at such an intersection must wait for gaps in through-traffic before proceeding through the intersection. The critical gap (length of time) that is acceptable to that traffic is a function of the number of through lanes on the major street and the prevailing speed of through traffic on the major street. Certain other physical characteristics of the intersections, such as lane-curb radii or the presence of acceleration lanes, can reduce the critical gap necessary to perform certain maneuvers. The unsignalized street intersections in Lomita are generally operating at acceptable levels of service since the minor streets are primarily residential local streets which do not carry large volumes of traffic.

### **Congestion Management Plan Program**

Approval of Proposition 111 in 1990 provided a nine-cent increase in the state gas tax over a five-year period, which would be used by local governments for roadway improvements, transit services and other programs designed to reduce regional traffic congestion. The proposition also led to the enactment of Section 65089 of the California Government Code, which requires that regional congestion issues be addressed by transportation, land use and air quality decisions. The Los Angeles County Congestion Management Program (CMP) was developed to meet the requirements of this mandate. The CMP has been developed primarily to make individual cities responsible for the congestion and air quality



problems that would accompany new development within each jurisdiction.

The Los Angeles County CMP program includes a designation of a CMP highway network and level of service standards for designated roadways; a capital improvement plan and deficiency plan to mitigate congestion within the network; adoption of transportation demand management measures by individual cities; highway and transit monitoring; requirements for traffic and transit analysis for new developments; and a region-wide credit/debit system which measures transportation improvements (credits for improving the regional system) with new development projects (debits for adding new trips to the CMP highway system) for each city.

Pacific Coast Highway and Western Avenue are both CMP-designated arterial roadways in Lomita. The Pacific Coast Highway/Western Avenue intersection is currently operating at LOS D, during both the AM and PM peak hour. Other intersections with Pacific Coast Highway are operating at LOS F during the AM and PM peak hours.

The credit/debit system is designed to encourage cities to provide a balance between new construction (debits) and roadway projects (credits), so that each City is essentially mitigating the traffic impacts associated with development within its boundaries. In 1996, the City of Lomita has a balance of 5,726 credits which may be used to offset debits for future new construction. This means that for Lomita to not lose its share of gas taxes, the City may approve new construction as long as the City or the developer provides the necessary improvements to mitigate the project's traffic impacts, or as long as the City's CMP credit balance does not become negative within the planning year.

## ***Alternative Forms of Transportation***

### ***Public Transit Services***

The Los Angeles County Metropolitan Transportation Authority (MTA) operates MTA buses through the City of Lomita. These include Bus Route 448 which goes through Pacific Coast Highway from downtown Los Angeles to Rancho Palos Verdes and Bus Route 205 which runs along Western Avenue and Pacific Coast Highway and Bus Route 232 along Pacific Coast Highway. In addition, the Torrance Transit Route 9 runs through Lomita Boulevard and Torrance Transit Route 5 runs through Narbonne Avenue and Crenshaw Boulevard. Other bus transits running through and near the City of Lomita include the Municipal Area Express and the Gardena Municipal Buses. Exhibit 3-4 shows these routes.

The Metrorail Blue Line runs from Long Beach to downtown Los Angeles and the nearest station is located approximately 14.5 miles east on Pacific Coast Highway in the City of Long Beach.

### ***Truck Routes***

Designated truck routes are roadways which allow vehicles weighing more than 2,000 pounds. These roadways are designed and built to withstand the heavier traffic associated with trucks and larger vehicles. The City of Lomita has designated major roadways in the City as truck routes, with truck traffic prohibited on all other streets to prevent roadway deterioration and traffic safety hazards associated with larger vehicles on narrow streets. Exhibit 3-5 shows truck routes in the City.

### ***Bicycle Routes and Scenic Highways***

Individual cities in the region have designated bicycle routes in the County to create an integrated biking/hiking/walking system for cyclists and hikers. A bike trail within the Palos Verdes Peninsula runs along Palos Verdes Drive North from Palos Verdes Boulevard to Anaheim Street. In City of Lomita, only the segment of Palos Verdes Drive North within the City is designated as a bike trail. The bike route on Pacific Coast Highway and the bike lane on Lomita Boulevard end just west of the Lomita city limits.

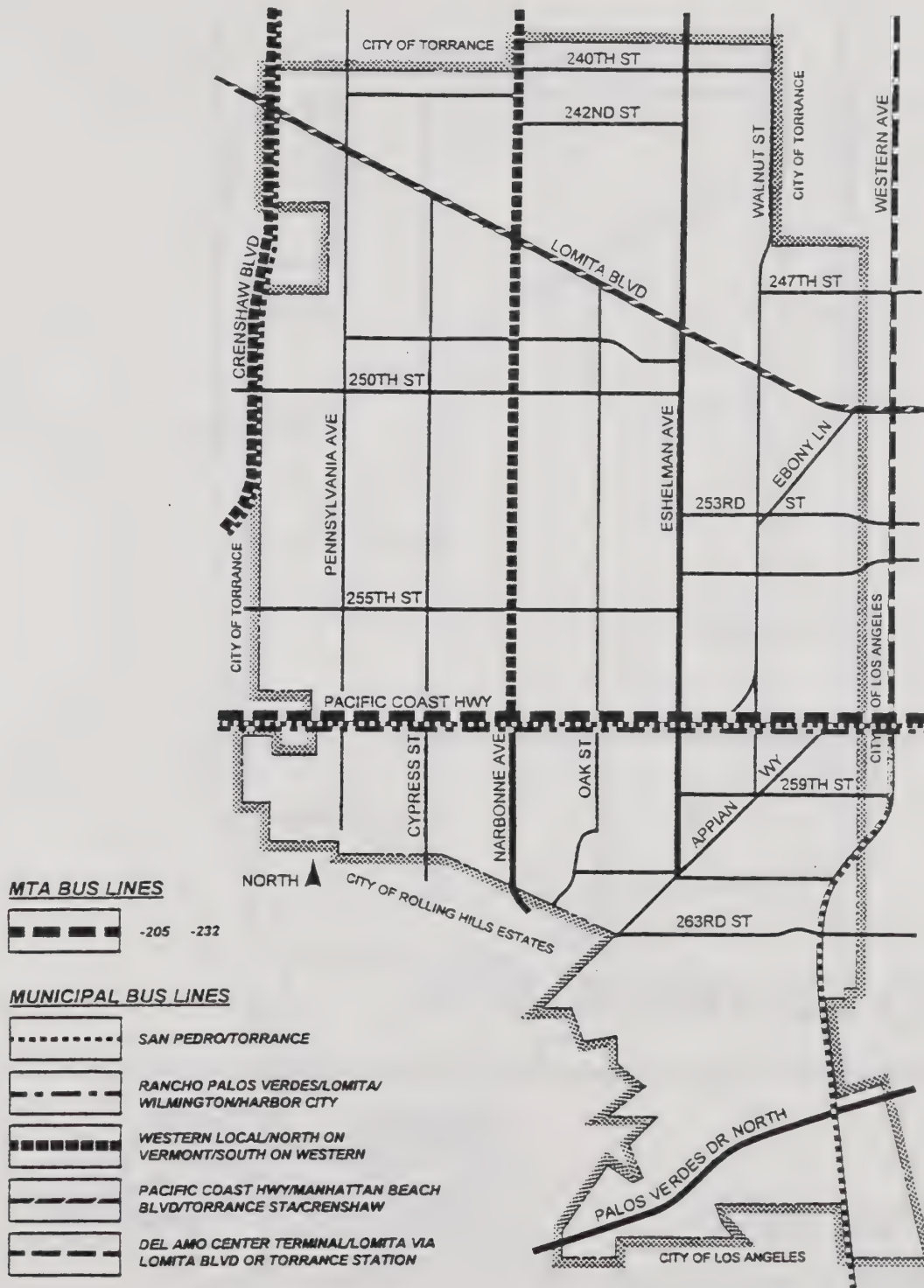


The State of California or the County of Los Angeles has not designated any roadway in the City of Lomita as a scenic highway. The County's scenic highways within the Palos Verdes Peninsula connect to roadways in Lomita. In an effort by the City to protect the views and gateways to these adjacent scenic highways, Lomita has adopted design standards for development along Narbonne Avenue and Palos Verdes Drive North. The Resource Management Element Background Report discusses this issue in greater detail.

### ***Airports, Ports, Railways***

There are no airport, port or railway facilities in the City of Lomita, but the Torrance Airport is located immediately west of the City limits. The Torrance Airport is a general aviation airport (small, private aircraft and helicopters) owned and operated by the City of Torrance. The airport handles as many as 187,000 flight operations per year. The nearest commercial airports are the Long Beach Airport and the Los Angeles International Airport (LAX). The Long Beach Airport is located approximately 16 miles east of Lomita and handles commercial aircraft (SunJet and America West), helicopters and private planes. Approximately 490,000 flight operations occur at the Long Beach Airport per year. The Los Angeles International Airport or LAX is located 18 miles northwest of the City in West L.A. and handles international air traffic, as well as local commercial flights from a wide variety of airline companies.

There are no nearby rail lines in Lomita. The Port of Los Angeles and the Port of Long Beach are located nine to twelve miles southeast of Lomita, respectively. These ports handle international freight cargo ships, cruise ships and sport sailing.



## EXHIBIT 3-4 PUBLIC TRANSIT

Source: Blodgett/Baylosis Associates



**EXHIBIT 3-5  
TRUCK ROUTES**

Source: Blodgett/Baylosis Associates



# ***HOUSING ELEMENT***

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***City of Lomita***  
***General Plan Update***



## **INTRODUCTION TO THE HOUSING ELEMENT**

The State of California mandates that local governments prepare and maintain housing elements. Housing elements must identify strategies to conserve, rehabilitate and construct housing to meet existing and projected needs. Guidelines concerning the scope and content of housing elements have been established by the California Department of Housing and Community Development (HCD) which has the designated responsibility for reviewing the housing elements prepared by local governments.

These guidelines identify those issues that must be addressed and recommends programs which will be effective in improving the condition of existing housing and the construction of new housing to enable local governments to meet the housing needs of all segments of the community. To monitor compliance with these requirements and State's overall housing policies, all housing elements are reviewed by HCD prior to and after their adoption.

The primary focus of the City of Lomita Housing Element is to meet State requirements by encouraging the provision of suitable housing and protecting the vitality of existing residential neighborhoods. The objectives, policies and programs in this Element include measures to maintain and conserve the existing housing stock, to encourage the production of housing types to meet residents' needs, and to ensure the presence of adequate infrastructure and services. Through implementation of its housing programs, the City will be able to improve the living environment for those persons living, working, or visiting the City.

### ***Relationship to the General Plan***

The housing needs for the City of Lomita were identified from a variety of sources. These sources included population and household statistics compiled by the United States Bureau of the Census, the State Economic Development Department, and a number of other local service

agencies and organizations. By matching resources with housing needs, the City will be able to identify existing and future housing needs for households or groups which do not have adequate housing or those that need affordable housing.

The Lomita Housing Element consists of the following sections:

- ☐ The *Introduction to the Housing Element* outlines the statutory requirements governing the scope and content of the Element.
- ☐ The *Housing Element Policies* contains a listing of those policies that have been included in the Element.
- ☐ The *Housing Plan* includes a description of housing programs, constraints to the development of housing in the City, and the City's quantified objectives for new housing development.
- ☐ The *Background for Planning* section provides an overview of the housing, demographic, and socio-economic characteristics of the City.

In order to determine the housing needs and demand in the City, public participation was an important component of the formulation of Housing Element Policy. A General Plan Advisory Committee (GPAC) was formed by the City of Lomita to assist in the development of the General Plan. The GPAC was comprised of members of various commissions as well as residents. Public comments were also solicited and public hearings were held in the development of this Housing Element, and the other elements of the Lomita General Plan. Public hearings will also be conducted on an annual basis as part of the review of funding allocation under the Community Development Block Grant (CDBG) Program. Since CDBG funds are used for a variety of housing programs, the objectives, policies and programs of the Housing Element are also subject to review during these hearings. In addition, public hearings will be held before the Planning Commission and the City Council to as part of the General Plan's review and adoption.

The Lomita Housing Element fulfills the requirements of the State Planning and Zoning



Law and the regulations of Sections 65580 through 65589.5 of the California Government Code. State law is very specific concerning the content of the Housing Element and the requirements of State law are outlined in Table 4-1.

**Table 4-1**  
**Housing Element Requirements**

*California Government Code, Section 65583*

(A) Needs Assessment and Inventory of Constraints and Resources

- (1) Population and employment trends
- (2) Household and housing stock characteristics
- (3) Land inventory and analysis of infrastructure
- (4) Governmental constraints
- (5) Nongovernmental constraints
- (6) Special housing needs
  - Female-headed households
  - Overcrowding
  - Farm workers
  - Elderly
  - Handicapped
  - Homeless
- (7) Energy Conservation
- (8) Publicly Assisted Housing Developments

(B) Statement of Goals, Quantified Objectives, and Policies

(C) Five-Year Housing Program

- (1) Adequate sites
- (2) Assist development of affordable housing
- (3) Remove governmental constraints
- (4) Conserve existing housing stock
- (5) Promote equal access to housing
- (6) Preserve low income housing

(D) Description of the Public Participation Program in the formulation of Housing Element goals, policies, and programs.

*California Government Code, Section 65584*

(E) A description of the Regional Housing Needs Assessment (RHNA) prepared by the Southern California Association of Governments.

*California Government Code, Section 65588*

(F) Review of Past Element

Source: State of California Office of Planning Research, 1995.

## **HOUSING ELEMENT POLICIES**

The City intends to achieve the following goals as part of the Housing Element's implementation:

- ☐ To maintain and conserve the existing housing resources in the City;
- ☐ To promote the rehabilitation of substandard housing units in the City;
- ☐ To continue to promote the development of a variety of housing types to meet the needs of all economic segments of the community; and
- ☐ To maintain the character of the existing neighborhoods that comprise the City.

To achieve the aforementioned goals, the following policies have been included in this Element:

### **Housing Policy 1**

The City will strive to promote the development and maintenance of an inventory of housing stock which provides a healthy and safe environment for all citizens of Lomita.

### **Housing Policy 2**

The City will work to protect the quality of the sound housing stock and rehabilitate substandard dwelling units in the City.

### **Housing Policy 3**

The City will strive to correct blighted neighborhood conditions and encourage the upgrading of substandard housing units.

### **Housing Policy 4**

The City will strive to meet the needs of a socially and economically diverse population.

### **Housing Policy 5**

The City will encourage diversity of housing types, sizes, locations, and costs in accordance with the City's land use policies and ordinances.

**Housing Policy 6**

The City will promote and encourage the use of flexible and innovative techniques of site and housing design within the framework of the Zoning Ordinance and Building Code.

**Housing Policy 7**

The City will continue to promote "Fair Housing" laws.

**Housing Policy 8**

The City will strive to make sure that the new residential development pays its own way in terms of infrastructure costs.

## HOUSING PLAN

### **Implications of the Land Use Policy on Housing**

The Land Use Element indicates the location and extent of land uses and development in the City. As indicated in the Land Use Element, residential land uses make up the majority of development in the City, accounting for approximately 61% of the total land area within Lomita. The potential residential development possible under the implementation of the Land Use Element is summarized below in Table 4-2.

As indicated in Table 4-2, the City is approaching what is referred to as "build-out." Assuming that every parcel is developed to the maximum intensity possible under the current zoning and General Plan, an additional 455 units would be possible.

Using a more common figure that represents 80% of the theoretical capacity shows that the City of Lomita has 1,299 units over effective build-out. This is due to the presence of mobile homes and other residential units in the City's commercial zones.

**Table 4-2  
Development Capacity**

Land Use	Area (acres)	Intensity Standard	Effective /Theoretical
Residential Agricultural	90.89	8.7 du/ac.	634 - 792 du.
Low Density	506.43	8.7 du/ac	3,530 - 4,412 du.
Med. Density	60.13	19.8 du/ac.	953 - 1,191 du.
High Density	45.31	43.6 du/ac	1,580 - 1,976 du.
Mixed Use	58.49	17.4 du/ac	81 - 102 du.
Harbor Hills	24.45	19 du/ac	298 du.
Total Housing			7,075 - 8,770 du..

*Source: Blodgett/Baylosis Associates, 1997.*

### **Review of Past Element**

The City of Lomita last initiated an update of the Housing Element in 1991. The Lomita General Plan is being updated at this time and the City of Lomita has elected to include an update of the Housing Element as well.

Since the previous Housing Element was adopted, the City of Lomita has constructed, demolished and rehabilitated a number of housing units, as well as implemented its housing programs.

While the objectives quantified were developed for a five-year period 1989-1994, the State of California has postponed the 1994 update of Housing Element to 1998. The City of Lomita is using the 5-year objectives as a basis for determining the City's progress in implementing the Housing Element from 1991-1997.

A review of the accomplishments of the programs in the 1991 Housing Element, when compared to the established goals of the City, is provided on the following page.

*Program 1: Provide emergency loans for housing rehabilitation*

*1991-1996 Goal: 8 units,*

*Accomplishment: 22 units*

*Program 2:* Subsidized Loan  
*1991-1996 Goal:* 5 units  
*Accomplishment:* 0 units

*Program 3:* Provide rebates to residential property owners who engage in housing rehabilitation  
*1991-1996 Goal:* 15 units  
*Accomplishment:* 196 units

*Program 4:* Provide home maintenance through a "Handyman" program, including accessibility features for the disabled  
*1991-1996 Goal:* 500 units  
*Accomplishment:* 621 units

*Program 5:* Rehabilitation and modernization of the low income family Harbor Hills Project  
*1991-1996 Goal:* 298 units  
*Accomplishment:* 298 units

*Program 6:* Upgrade the quality of public facilities and services  
*1991-1996 Goal:* Repair and maintain public facilities on as needed basis to prevent deterioration, and to continue construction of handicapped ramps through the City.  
*Accomplishment:* The City has paved several local streets and alleys.

*Program 7:* Capital Improvement Program for water system  
*1991-1996 Goal:* Modernization and replacement of City's water system  
*Accomplishment:* Upgrade of 20 miles of water lines

*Program 8:* City Maintenance Yard  
*1991-1996 Goal:* Acquisition of site and construction of a public works maintenance yard  
*Accomplishment:* New City yard at northeastern section of City

*Programs 9:* Continue cooperation with Los Angeles County Housing Authority on its Section 8 Existing Housing Assistance Payments Program, for low income persons  
*1991-1996 Goal:* 57 additional Section 8 units/certificates  
*Accomplishment:* Maintained 73 Section 8 certificates

*Program 10:* Mobile Home Park Cooperative  
*1991-1996 Goal:* Preserve Grand View MHP  
*Accomplishment:* Preserved 40 mobile homes

*Program 11:* Senior Housing Ordinance  
*1991-1996 Goal:* Allow senior housing in all residential zones  
*Accomplishment:* Site purchased for future senior housing project.

*Program 12:* Granny Flats and Mobile Homes  
*1991-1996 Goal:* Allow second units or "Granny Flats" in single-family residential zones  
*Accomplishment:* 2 units from 1991-1997

*Program 13:* Land Use Controls  
*1991-1996 Goal:* Use zoning and other land use controls to ensure the compatibility of residential areas with surrounding uses. Utilize environmental and developmental review procedures to ensure that all new residential developments are provided with adequate open space, livable space, public facilities and services. Periodically review the zoning and other ordinances to insure that the regulations reflect the Housing Element's goals and programs while maintaining desirable development standards.  
*Accomplishment:* General Plan Update initiated.



*Program 14:* Facilitate development of low-rent elderly housing units

*1991-1996 Goal:* Purchase a site for a future construction of 25 low income senior citizen units.

*Accomplishment:* Site purchased on Eshelman Avenue

*Program 12:* Mobile Home Park Conservation

*1991-1996 Goal:* Cooperate and provide administrative support to any mobile home park wishing to incorporate and purchase their park under the state regulations.

*Accomplishment:* City services not requested

*Program 13:* Land Use controls which separate conflicting land uses and housing types

*1991-1996 Goal:* Strict enforcement of zoning ordinance

*Accomplishment:* 366 Code citations

*Program 14:* Review general plan and zoning ordinance for options to encourage and retain affordable housing

*1991-1996 Goal:* Investigate how land use regulations could be changed to facilitate development of housing for all economic segments of the community, including low and middle income families and senior citizens.

*Accomplishment:* General Plan update initiated.

*Program 15:* Zone Changes for Preservation

*1991-1996 Goal:* Investigate possible changes and encourage preservation and improvement of mobile home parks

*Accomplishment:* Mobile home parks allowed in commercial zones.

*Program 16:* Study options for special efforts to encourage flexible and innovative techniques of site and housing design

*1991-1996 Goal:* Initiate a review of new development regulation trends and techniques of site and housing design.

*Accomplishment:* General Plan update initiated.

*Program 17:* Provide fair housing services for Lomita renters and owners

*1991-1996 Goal:* Continue to contract with Metro-Harbor Fair Housing Council

*Accomplishment:* contracts have been continued

*Program 18:* Provide housing location services for Lomita's disabled residents.

*1991-1996 Goal:* Allocate funds to the Westside Center for Independent Living (WCIL) and provide rent-free office space in the City Hall to WCIL.

*Accomplishment:* Provide rent free space

*Program 19:* Dial a ride

*1991-1996 Goal:* No set goal

*Accomplishment:* 380 persons

The City has also assisted from 27-37 seniors through the Emergency Alert Response Systems and Lifeline Personal Response System. Some 531 properties were subject to code enforcement. In addition, from 1985-1991 the City provided 143 rebates for housing rehabilitation and served 567 households through the Handyworker program.

No household was assisted under the loan programs since the households who applied for housing rehabilitation loans did not qualify. The Harbor Hills Housing project was renovated in 1988 and is continuously undergoing renovations.

The City also paved several alleyways and streets. The City took over the County Water District and developed a capital improvement plan to correct deficiencies in the water system. Section 8 certificates were used by 73 households in the City of Lomita. The City also contracts with the Metro Harbor Fair Housing Council for fair housing questions and disputes. During this time period, the City also revised the Zoning Ordinance to allow mobile homes, granny flats and move-on units in single family residential zones. For the 1997-2002 planning period, the City's housing goals will continue to be:

- ☐ To achieve a level of housing maintenance that prevents any additional units from requiring major rehabilitation
- ☐ To rehabilitate or maintain in sound condition the existing housing stock (including those

homes preserved by routine maintenance or saved by rehabilitation)

- ☐ To remove housing units which are or will be so deteriorated that they cannot be economically rehabilitated
- ☐ To increase the level of housing assistance to ensure aid to households estimated to need assistance
- ☐ To provide adequate affordable housing for all households needing assistance
- ☐ To construct new housing units during the next five years to meet the needs of the population.

### **Housing Programs**

Specific actions to address unmet housing needs and achieve the City's housing goals and quantified objectives are described in this section of the Housing Element. Under Article 10.6 of the State planning and zoning law, the housing program of a local housing element must include actions which "conserve and improve the condition of the existing affordable housing stock." This section of the law deals with the improvement of the condition of housing (e.g. rehabilitating deteriorating housing), and the conservation of the current supply of affordable housing (e.g., protecting the rental supply from conversion to condominiums). The potential funding source, responsible agency, the timing of implementation, and the goals are identified for each program. The goal refers to the City's objective for either housing assistance or new housing development.

### **Housing Rehabilitation**

The programs that are described herein are funded through the City's participation in the Community Development Block Grant Program. The programs are ongoing and available to eligible residents and households citywide.

#### **Housing Rehabilitation Grant Program**

Eligibility is restricted to low and moderate income homeowners who meet the current U.S. Department of Housing & Urban Development income guidelines. The units proposed for

rehabilitation must be owner-occupied. The maximum grant is \$3,000 to eligible low and moderate income mobile homeowners and \$5,000 to eligible low and moderate income homeowners. The funds are primarily used for the correction of building safety and health code violations and correction of hazardous structural conditions.

*Funding:* CDBG Program

*Responsible Agency:* Community Development

*Time Frame:* Ongoing

*1997-2002 Goal:* 20 units

#### **Residential Rebate Program**

This program assists low and moderate income property owners in improving their residential properties through a cash rebate of 50% of the home improvement costs, up to \$5,000. Eligible home improvements include house painting, flooring, hazardous electrical, plumbing, or hazardous electrical, plumbing or structural conditions, walls and fencing, roofing, etc. Work is done by a state-licensed contractor through the City's Community Development staff.

*Funding:* CDBG Program

*Responsible Agency:* Community Development

*Time Frame:* Ongoing

*1997-2002 Goal:* 10 units

#### **Below Market Interest Rate Loan Program**

This program makes available to eligible recipients low interest loan funds. The funds are made available to low and moderate income homeowners, up to a maximum of \$25,000. The low interest rate loans are at a subsidized rate of five percent for 15 years. Availability is dependent upon annual program funding by the City.

*Funding:* CDBG Program

*Responsible Agency:* Community Development

*Time Frame:* Ongoing

*1997-2002 Goal:* 5 units

#### **Handyworker Program**

This program provides home maintenance assistance to elderly and disabled households. Assistance takes the form of landscaping and yard work and minor maintenance jobs, including accessibility features for the disabled. The City provides tools and material costs up to \$200 per elderly or disabled applicant. Labor is free to



applicants. This program is limited to owner-occupied residential structures. Ramps and other handicap accessibility features are also eligible under this program.

*Funding:* CDBG Program

*Responsible Agency:* Community Development

*Time Frame:* Ongoing

*1997-2002 Goal:* 200 units

### **Code Enforcement**

For a number of years, the City has implemented a code enforcement program that involves both building and zoning code violations. This program is implemented by responding to complaints and through field observations. On a continuing basis, the City conducts drive-throughs to obtain information concerning the physical condition of individual units. The most common violations are generally zoning code violations involving property maintenance violations, converted garages, and inoperable vehicles. Violations involving structural features are not as common as zoning code violations.

*Funding:* CDBG Program

*Responsible Agency:* Community Development

*Time Frame:* Ongoing

*1997-2002 Goal:* 250 units

### **Mobile Home Park Conservation**

The City shall coordinate activities for possible purchase of mobile home parks by park residents. The City has assisted one mobile home park previously and will continue to offer this service to other interested mobile home parks in the City. The City will cooperate and provide administrative support to any mobile home park wishing to incorporate and purchase their park under the state regulations. The City will also investigate possible zone changes to encourage the preservation and improvement of mobile home parks.

*Funding:* General Fund

*Responsible Agency:* Community Development

*Time Frame:* Ongoing

*1997-2002 Goal:* Cannot be determined

### **Substandard Units**

Approximately 11 dwelling units in the City were observed during a windshield survey to be so deteriorated that they may present safety and health hazards to residents. Property owners of

deteriorated units are notified of the need to rehabilitate the units and remove substandard conditions. If rehabilitation is not feasible or economical, the removal of these units shall be promoted to eliminate health and safety hazards to City residents. Also, some 36 units need major repairs. The owner of these units shall be informed of rehabilitation programs available at the City.

*Funding:* General Fund

*Responsible Agency:* Community Development

*Time Frame:* Ongoing

*1997-2002 Goal:* 11 units

### **Low Income Housing Preservation**

The City shall continue to work with local non-profit agencies and other entities to ensure the continued availability of affordable housing projects in the City. These include the preservation of the Harbor Hills Housing project, Lomita Kiwanis, Sunset Gardens, Lomita Manor and Grand View Mobile Home Park. The City shall work towards maintaining the rent restrictions in these projects by monitoring any changes in ownership and management. When the expiration of the rent restrictions is possible, the City shall develop programs for the conservation of these units through coordination with the property owners, tenants or other interested investors.

*Funding:* General Fund

*Responsible Agency:* Community Development

*Time Frame:* As needed

*1997-2002 Goal:* Not applicable

### **Housing Development**

In accordance with State law, the Lomita Housing Element actions directed at accomplishing the following below:

*"identify adequate sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income groups..."*

Implementation of the Land Use Element and City's Zoning Ordinance helps to assure a variety of housing types. With regard to site availability, the need for new construction will be satisfied in the majority of cases by development on recycled land. In order to promote the development of the



variety of housing types in the City of Lomita, the following programs will be or will continue to be implemented.

### **Second Units/Granny Flats**

The Lomita Zoning Ordinance allows for the development of second units in single family zones. The City shall prepare handouts and brochures to promote the use of this program and other existing housing assistance programs offered by the City (manufactured homes, mixed use developments, density bonus, etc.). The second unit ordinance should be publicized on the local cable channel and published in a local newspaper. The City allows second units or "Granny Flats" in single-family residential zones. Such units must meet certain development criteria and be located on lots of over 10,000 square feet.

*Funding:* General Fund  
*Responsible Agency:* Community Development  
*Time Frame:* 1998  
*1997-2002 Goal:* 25 units

### **Zoning Incentives**

The City shall continue to provide incentives to zoning regulations to promote and encourage the provision of a variety of affordable housing types. The City has assisted residents of a mobile park to acquire a site to preserve 40 mobile homes by transferring the trailer park under private (lower income) ownership. The City shall provide density bonuses for low income housing projects, in accordance with the State's Density Bonus Law. Density bonuses of up to 25% shall be allowed for housing projects that allocate at least 20% of the units for lower income households, 10 percent for very low income households or at least 50% for qualifying residents (seniors). The City shall either grant a 25% density bonus along with one additional regulatory incentive or provide other incentives of equal financial value based upon the land cost per dwelling unit. Additional incentives to affordable housing units may include reduced permit fees, fast-tracking, reduced parking requirements, and reconsideration of other development standards. The units shall remain affordable for a minimum 30-year period.

*Funding:* General Fund  
*Responsible Agency:* Community Development  
*Time Frame:* Ongoing  
*1997-2002 Goal:* 40 units

### **Senior Housing Ordinance**

The City allows senior housing in all residential zones. Location in other zones will also be considered if certain criteria for meeting senior citizen's needs are met. The development standards for senior housing units are less restrictive than those for conventional housing.

*Funding:* General Fund  
*Responsible Agency:* Community Development  
*Time Frame:* Ongoing  
*1997-2002 Goal:* Cannot be determined

### **Manufactured Housing**

The City allows manufactured homes on permanent foundations and move on units in single-family and multi-family residential zones.

*Funding:* General Fund  
*Responsible Agency:* Community Development  
*Time Frame:* Ongoing  
*1997-2002 Goal:* 5 units

### **Land Use Controls**

The implementation of zoning and other land use controls ensure the compatibility of residential areas with surrounding uses. The City utilizes environmental and developmental review procedures to ensure that all new residential developments are provided with adequate open space, livable space, public facilities and services. A number of programs in the Land Use Element promote recycling, redevelopment and new development in the City. Periodically, the City reviews the zoning and other ordinances to insure that the regulations reflect the Housing Element's goals and programs while maintaining desirable development standards. The City will also investigate how land use regulations could be changed to facilitate development of housing for all economic segments of the community, including low and moderate income families and senior citizens. The City shall also review its Zoning Ordinance to allow the development of emergency shelters within select commercial zones, subject to a CUP, along with density bonuses and other incentives to make emergency/transitional housing projects viable.

*Funding:* General Fund  
*Responsible Agency:* Community Development  
*Time Frame:* Ongoing  
*1997-2002 Goal:* Zoning Ordinance Review

**Adequate Sites**

As discussed earlier, buildout under the revised Land Use Plan will allow as many as 455 new dwelling units in the City over the existing housing stock. This does not consider mobile home parks and other residential units found in commercial zones. Vacant lots in the City will allow for the development of 413 new units in the City. Underutilized lots can also accommodate some 100 dwelling units. The implementation of the second unit ordinance, granny flats, and move on units will also allow at least 500 units on the City's over 4,000 single family residences. The City has also created a Mixed Use overlay on the commercial areas at the western portion of Lomita Boulevard and on Narbonne Avenue, from PCH to the north. This overlay will allow multi-family residential developments with commercial uses. Assuming 10-20% of the area is developed with mixed uses, some 102 to 204 housing units may be built. These are expected to provide opportunities to meet the City's regional future housing need for 661 units. The single biggest constraint to new housing development in Lomita is the lack of land and the high price. Together with the recent recession, this has led to the slow down in housing construction. Based on past development trends, as many as 40 new units may be constructed during the planning period.

*Funding:* General Fund

*Responsible Agency:* Community Development

*Time Frame:* Ongoing

*1997-2002 Goal:* up to 40 units

**Senior Housing Project**

The City of Lomita, together with adjacent cities, is working on the development of the senior housing project in Lomita. A site on Walnut Street has been purchased and a project developer is being sought for the project. The project will provide 25 senior housing units.

*Funding:* CDBG

*Responsible Agencies:* Cities of RPV, RH, RHE and Lomita

*Time Frame:* Ongoing

*1997-2002 Goal:* 25 units

**Housing Assistance**

Programs that assist in providing affordable housing units in the City are discussed below.

**First Time Homebuyers Program**

This program encourages home ownership in the City through the provision of 0% loans with no repayment until the home is sold, transferred or refinanced. Eligible households get a maximum loan of \$15,000 or 25% of the purchase price, whichever is less. The borrower must not have owned a home in the last three years and provide 3% of the down payment. This program is being implemented by the Community Development Commission of Los Angeles County for unincorporated areas and participating cities. As part of the loan, the homeowners must occupy the home for 20 years.

*Funding:* Participating lenders

*Responsible Agency:* County CDC

*Time Frame:* Ongoing

*1997-2002 Goal:* 5 units

**Mortgage Credit Certificate**

This program offers the first time homebuyer a federal income tax credit by reducing the amount of federal taxes to be paid. It also helps a first time homebuyer qualify for a loan by allowing a lender to reduce the housing expense ratio by the amount of tax savings. Low and moderate income households get a 20% credit on the annual interest paid on their mortgages. Upper income households get a 10% credit. The remainder of the mortgage interest is taken as a deduction from income in the usual manner.

*Funding:* Participating lenders

*Responsible Agency:* County CDC

*Time Frame:* Ongoing

*1997-2002 Goal:* 10 units

**Section 8 Housing Assistance**

In order to maintain an adequate supply of affordable rental housing, the City intends to continue participation in the Section 8 Housing Assistance program. This program provides financial assistance to eligible low income households in existing, market rate housing. The program is administered by the Housing Authority of the County of Los Angeles.



*Funding:* CDBG Program  
*Responsible Agency:* County Housing Authority  
*Time Frame:* Ongoing  
*1997-2002 Goal:* 73 households

### **Housing Location Services**

The City will continue to provide housing location services for Lomita's disabled residents. This program is funded on a year-to-year basis. The City allocates funds to the Westside Center for Independent Living to provide housing assistance services to disabled persons. The City also provides rent-free office space in the City Hall to WCIL.

*Funding:* CDBG Program  
*Responsible Agency:* City Administrator  
*Time Frame:* Ongoing  
*1997-2002 Goal:* Free office space to WCIL

### **Homeless Referrals**

The City shall refer homeless individuals to local shelters in the area and shall inform the Sheriffs' Department of services and shelters available to homeless persons. The City shall also work with local hotels and motels to provide housing vouchers for emergency housing to homeless persons to families. Seniors shall also be referred to available services in the area, which include the South Bay Senior Services, Lifeline Personal Response System, and Meals on Wheels and Dial a Ride and Dial a Lift by the City.

*Funding:* CDBG Program  
*Responsible Agency:* Community Development  
*Time Frame:* Ongoing  
*1997-2002 Goal:* 50 persons

### **Social Services**

The City shall also continue to support the provision of federal assistance to low income households and families with dependent children through the County Department of Social Services.

*Funding:* Federal, State, County funds  
*Responsible Agency:* County DPSS  
*Time Frame:* Ongoing  
*1997-2002 Goal:* 2,000 persons

## **Equal Housing Opportunity**

Under present law, a local housing element must make adequate provision for the housing needs of all economic segments. One means of meeting this broad mandate is to promote local housing opportunity. Accordingly, action in the Housing Program must be included which achieve the following:

*"Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color."*

The City, in cooperation with the Long Beach Fair Housing Council, promotes equal housing opportunities. More specifically, the following State and Federal laws are enforced by the City through the Non-Profit Agency (provided through participation in the Urban County CDBG program).

- ☐ *Fair Employment and Housing Act.* Government Code Section 12900 prohibits discrimination based on race, color, religion, national origin, ancestry, sex or marital status in all housing. Discrimination includes failure to rent/sell/show a property equally, making inquiries or statements of preference about a group which is protected and unequal terms, conditions, or privileges in occupancy or financing.
- ☐ *Unruh Civil Rights Act, Civil Code Section 51 and 52.* This law guarantees the right of all persons to full and equal accommodations, advantages, facilities, privileges or services in all businesses of every kind whatsoever, regardless of sex, race, color, religion, ancestry, national origin, or other arbitrary basis, including families with children.
- ☐ *Ralph Civil Rights Act, Civil Code Section 51.7.* This law provides that all persons have the right to be free from violence, or intimidation by threat of violence, committed against their persons or property because of their race, color, religion, ancestry, national origin, political affiliation, sex, or position in a labor dispute.
- ☐ *Civil Code Section 54.* The law guarantees the rights of blind or visually handicapped,



deaf or otherwise physically handicapped persons to full and equal access to all housing accommodations. The right of a blind or deaf person to be accompanied by a guide dog or signal is also guaranteed.

- ❑ *Health and Safety Code 19901.* Elderly persons (over 60) may not be barred from keeping pets by any public agency providing housing. This does not apply to privately owned housing Section 8 units. The number of pets is limited to two, but includes dogs, cats, birds and aquarium, etc.
- ❑ *Civil Rights Act of 1968, Fair Housing Section, 42 U.S. Code, Sections 3601-3619.* This law prohibits discrimination on the sale or rental of residential property containing five units or more; buildings with four units or less if the owner does not live in the building; one-family houses sold or rented by the owner of more than three such houses; and all residential sales or rentals involving services of a real estate broker, agent, or sales persons, mortgage or lending institution. This law also prohibits "blockbusting" and "steering".
- ❑ *Civil Rights Act of 1966, U.S. Code Section 1982.* This law prohibits any racial discrimination in any kind of housing, regardless of whether the housing is covered under any other law.

*Funding:* CDBG Program

*Responsible Agency:* Long Beach Fair Housing Council

*Time Frame:* Ongoing

*1997-2002 Goal:* 100 households

### **Adequate Services**

A number of programs in the City are currently being implemented to ensure that adequate public services and infrastructure are available to serve residential development in Lomita.

### **Upgrade Public Facilities and Services**

The City continuously implements street reconstruction, sidewalks, curbs, gutters, clean up and paving of alleys and the construction of access ramps for the handicapped. Through its capital improvement program, the City has

repaired and maintained public facilities on as needed basis to prevent deterioration, and continued the construction of handicapped ramps through the City.

*Funding:* CDBG and State Gas taxes

*Responsible Agency:* Community Development and Public Works

*Time Frame:* Ongoing

*1997-2002 Goal:* Complete handicap ramps

### **Water System**

The City acquired the water system serving Lomita residents and has developed a master plan the modernization and replacement of City's water system. Continued upgrading of water lines is ongoing and a new water reservoir is being planned. Use and treatment of the water well in the City is also expected in the near future.

*Funding:* Water fees and General Fund

*Responsible Agency:* City Administrator

*Time Frame:* Ongoing

*1997-2002 Goal:* ongoing

### **Dial a Ride**

The City operates a subsidized Dial-A-Ride program for the elderly and handicapped. This service is available City-wide and to certain other destinations outside of the City, such as hospitals, shopping centers, etc.

*Funding:* Proposition A Funds

*Responsible Agency:* City Administrator

*Time Frame:* Ongoing

*1997-2002 Goal:* 600 persons

## Quantified Objectives

Based on the programs identified above, the City's 5-year housing objectives are outlined and summarized in Table 4-3.

**Table 4-3**  
**Quantified Objectives**

	Very Low	Low	Moderate	High	Total
<b>Housing Preservation</b>					
Housing Rehab		10	10		20
Residential Rebate			5	5	10
Low Interest Loans			5		5
Handyman		200			200
Code Enforcement		125	125		250
Housing Preservation (total)					1,047
Mobile Home Parks		476			
Grand View MHP		40			
Lomita Kiwanis		67			
Lomita Manor		78			
Harbor Hills		298			
Sunset Gardens		88			
Substandard Hsg		11			11
<b>New Construction</b>					
Second Units			25		25
Zoning Incentives		20	20		40
Manufactured Units			5		5
Adequate Sites			20	20	40
Senior Hsg Project		25			25
<b>Housing Assistance</b>					
First Time Homebuyer			5		5
Mortgage Credit Cert.			10		10
Section 8 Housing	36	37			73
Homeless Referral	50				50
Social Services	2,000				2,000
Fair Housing		50	50		100
Dial a Ride	300	300			600

Source: City of Lomita, 1997.

## BACKGROUND FOR PLANNING

This section of the Lomita Housing Element discusses the population and housing characteristics of the City. This discussion includes an analysis of age distribution, race, disability, income, household size, and groups with

special housing needs, as well as an analysis of the existing housing stock according to type, overcrowding, tenure of occupancy, costs, and conditions. This analysis will help determine the housing needs of Lomita residents in terms of housing types, affordability, number of units, special construction assistance, and other factors. An analysis of the constraints to the development of affordable housing is also provided.

The data provided in this report was derived from the most recent studies available, including the 1990 Census, the most current (1996) Department of Finance Annual Population and Housing Estimates, the Southern California Association of Government's Growth Forecasts, and from various other sources.

## Population Characteristics

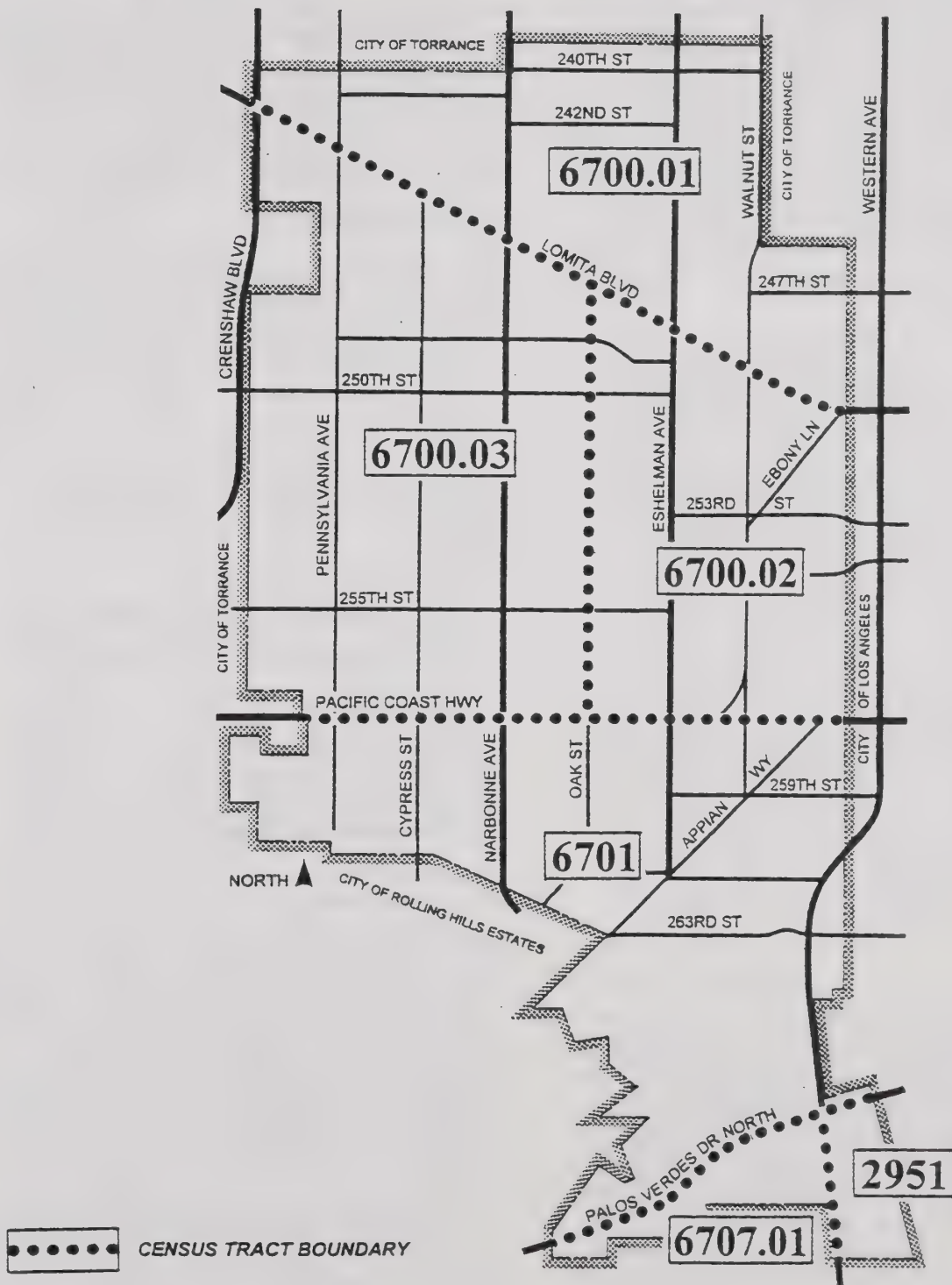
The City's current (January 1997) population is estimated by the California Department of Finance to be 20,302 persons. The 1997 housing stock consists of 8,313 dwelling units, primarily of single-family detached units. The vacancy rate is 4.66 percent and the average household size is 2.54 persons per household. For statistical purposes the U.S. Bureau of Census divides cities and counties into smaller geographical units, referred to as "Census Tracts."

The City of Lomita is within three census tracts (CT 6700.01, 6700.02, and 6700.03), and within a portion of four other census tracts (CT 2951, 6701, 6702.01, and 6707.01). Exhibit 4-1 shows the census tract boundaries in the City.

## Historic Growth

The largest growth in the Lomita area occurred from 1950 to 1960, with population increasing 140 percent from 6,288 persons to 14,983 persons during the decade. By 1964, the City of Lomita incorporated with approximately 15,000 residents. These residents made up 5,036 households with an average of 2.96 persons per household. Approximately 98 percent of the population was white and 60 percent were homeowners. Also, 3.1 percent of the housing units were vacant.

The Census data indicates the City's population stabilized between 1970 and 1980. During this



**EXHIBIT 4-1  
CENSUS TRACTS**

Source: Blodgett/Baylosis Associates



period, the City's population actually declined. Since 1990, the City's population growth rate has been generally stable. The City's annual growth rate for the past 10 years has been more modest at 0.1 percent to 0.4 percent. Table 4-4 presents these estimates. In contrast, the U.S. Census shows that the population of Los Angeles County experienced an average annual growth rate of 1.85 percent. Thus, Lomita has been growing at a slower rate relative to the rest of the County. This may be due to the lack of vacant land in the City and its aging population.

**Table 4-4**  
**Population Growth**

Year	Estimated Population	Annual Growth
1950	6,288	—
1960	14,983	13.8%
1970	19,784	3.2%
1980	18,807	-0.5%
1990	19,382	0.3%
1991*	19,448	0.1%
1992*	19,620	0.1%
1993*	19,691	0.4%
1994*	19,730	0.2%
1995*	20,020	0.2%
1996*	20,091	0.1%
1997*	20,302	1.1%

\* January estimates.

Sources: California Department of Finance and U.S. Census.

Estimates of population growth in the City have been developed by SCAG based on historic trends in the City and in the region. SCAG projects a 0.3 percent growth rate in the City from 1990 to 2000 and a 1.0 percent growth from 2000 to 2010, as shown in Table 4-5. However, the SCAG estimate for the 2000 population has already been surpassed by the City's 1996 population. Based on SCAG's estimates, another 1,864 persons are expected to be in the City by 2010. But using a 1.0 percent growth from 1990 to 2010, the City's 2010 population may be as much as 22,904 residents.

**Table 4-5**  
**Projected Growth**

Year	Population	Households	Employment
1990	19,382	7,871	7,180
2000	20,005	7,975	8,038
2010	21,955	8,628	8,738

Source: SCAG Final Growth Forecasts, 1994.

### Age Characteristics

The 1990 Census shows that the majority of the City's residents are 25 to 54 years old. The number of residents aged 14 years old or younger is approximately the same as the number of residents aged 55 years or over. This suggests that the City of Lomita has a mature population made up of older adults with grown children. Table 4-6 provides the age breakdown of the 1990 population.

**Table 4-6**  
**Population by Age Group**

Age Group	Persons	Percent
Under 5 years	1,719	8.9%
5 to 14 years	2,268	11.7%
15 to 24 years	2,484	12.8%
25 to 54 years	9,243	47.7%
55 years and over	3,668	18.9%
Total	19,382	100.0%

Source: 1990 U.S. Census.

Analysis of the Census information shows that the largest percentages of younger residents are located within census tracts (CT) 6700.03 and 6701 (23 percent each of the total residents aged 14 or younger), although the percentage of children within each tract was highest within CT 6700.02 and 6700.03 (16.8 percent and 16.0 percent respectively). A large number of residents aged 55 and over reside within CT 6701 and 6700.03, with the higher percentage of older residents within CT 6700.01.

The median age in the City is 32.3 years old which is higher than the County median age of 30.6 years old. In 1990, the City had a higher elderly percentage than the County (18.9 percent for the City and 9.7 percent for the County). Thus, the City of Lomita continues to remain populated with more elderly persons than most areas of the County.

### Race and Ethnic Characteristics

The majority of Lomita residents are white. The race characteristics for the City's population are provided in Table 4-7. Table 4-7 indicates that the population of Lomita is predominantly white (68.5 percent) with approximately 2.7 percent Black, 0.2 percent American Indian/Eskimo, 19.4 percent Hispanic and 8.7 percent Asian or Pacific Islander. Through the years, the City has remained predominantly white, with Asians and Hispanics representing the minority groups in the City. Hispanics represented 15.3 percent of the population in 1980 and by 1990, the proportion had grown to 19.4 percent. Asians represented 5.4 percent of the population in 1980 and are 8.6 percent in 1990.

**Table 4-7**  
**Population by Race**

Race or Ethnicity	Persons	Percent
White	13,273	68.5%
Black	532	2.7%
American Indian, Eskimo	120	0.6%
Asian or Pacific Islander	1,665	8.6%
Hispanic	3,756	19.4%
Other	36	0.2%
Total	19,382	100.0%

Source: 1990 U.S. Census.

### Employment

Approximately 15,172 persons in Lomita were aged 16 years and over in 1990, and 10,775 persons or 71.0 percent was part of the City's labor force. Of this population, 10,249 persons or 95.1 percent were employed. Table 4-8 provides a breakdown of employees by occupation, as based on the 1990 U.S. Census. The majority of residents are employed as sales/clerical employees, professionals/ technicians, craftsmen/machinist, and executives/managers and the majority work in the manufacturing and professional and related services sectors.

In 1984, there were an estimated 2,200 jobs in the City according to the Los Angeles County Private Industry Council. According to the State Economic Development Department, the number of jobs in Lomita in 1992 was approximately 3,271 jobs.

**Table 4-8**  
**Employment in Lomita**

Occupation	Employees	Percent
Executives/Managers	1,517	14.8
Professionals/Technical	1,793	17.5
Sales/Clerical	3,367	32.8
Services	930	9.1
Farm/Forestry/Fishing	143	1.4
Craftsmen/Machinists	1,645	16
Laborers/Transportation	671	6.6
Other	183	1.8
Total	10,249	100

Source: 1990 U.S. Census.

The employment opportunities in Lomita are located mainly in the commercial retail and service sectors found along the major roadways in the City. This limited employment base suggests that most residents work outside the City in major employment centers in Torrance, Long Beach, the Harbor and the Carson-Compton area.

### Disabled Persons

Disabled persons are identified as those with visual and hearing impairments and mental disabilities. Persons with limited mobility have special housing needs. These needs include ramps instead of stairs, elevators for units with two or more stories, modified bathrooms, wider doorways, lower shelves, etc. Recent changes in State law require all new construction to be accessible to the handicapped, but existing housing units are often not accessible or designed for the handicapped.

According to the U.S. Census there were 1,113 persons with mobility or self-care limitations and 1,201 persons with work disabilities in 1990. Of those with work disabilities, 525 persons or 43.7 percent were prevented from working by their disabilities. Table 4-9 provides the disability status of Lomita residents.



**Table 4-9**  
**Disability Status**

Status	No. of Persons
Persons 16 to 64 years	13,048
With Mobility/self-care limitation	563
With Mobility Limitation	247
With Self-care Limitation	418
With a Work Disability	1,201
In Labor Force	556
Prevented from Working	525
Persons 65 years and over	2,104
With Mobility/self-care limitation	550
With Mobility Limitation	458
With Self-care Limitation	296

Source: 1990 U.S. Census

### Farmworkers

Farmworkers are considered a special housing group because of the seasonal nature of their work and the low wages for these employees. Farmworkers include employees of nurseries, stables, and agricultural and livestock operations. Farmworkers generally have limited and seasonal incomes which present a need for affordable housing near their places of work, on a seasonal basis, rather than year-round. The 1990 Census indicates that 143 persons within Lomita are employed in farming, forestry and fishing occupations. Due to the lack of large agricultural lands in the Los Angeles region, it is likely that these residents are employed in the more non-traditional farming occupations associated with landscaping nurseries, landscaping services, stables, gardens, and equestrian centers in the Palos Verdes Peninsula.

### Homeless Persons

Homelessness is a growing national concern that has reached crisis proportions in many parts of the country. The causes of homelessness are many and complex. However, the major substantiated causes appear to be unemployment and the breakdown of the family as a social and economic unit. Other factors contributing to homelessness include the de-institutionalization of the mentally ill, drug and alcohol abuse, economic displacement, lack of affordable housing and domestic violence. In an effort to assist the homeless population, the State of California has mandated that the issue of homelessness be addressed in the Housing Element.

The County Sheriff's Department reports that only 5 to 12 homeless persons may be found in Lomita. On occasion, some transients pass through the City. However, they usually do not remain in the City for extended periods of time. In general, the homeless population in the Long Beach-South Bay area is not very large and represents approximately 7.0 percent of the county's homeless population. Homeless shelters in the area are listed in Table 4-10 and include facilities in San Pedro, Wilmington and Long Beach. Also, there are nine motel/hotels with 197 rooms along PCH which may serve as temporary and transitional housing to homeless persons. Motels are allowed in the City's CR zone subject to a conditional use permit.

**Table 4-10**  
**Homeless Shelters**

Shelter	Facilities
Beacon Light Mission 525 Broad Avenue, Wilmington	26 beds for men
Kathy Boone Home for Girls 1155 Locust Avenue, Long Beach	11 beds for girls
Harbor Interfaith Center 580 W 6th Street, San Pedro	40 persons
Long Beach Family Center 1401 Chestnut, Long Beach	68 beds for families
Rainbow Shelter San Pedro	20 battered women and children
YWCA Women's Shelter 3636 Atlantic, Long Beach	30 battered women and children
Long Beach Rescue Mission 1335 Pacific, Long Beach	135 persons
Lydia House 1335 Pacific Ave, Long Beach	12 battered women
Carson's Women Shelter 22015 Avalon, Carson	14 battered women
Samaritan House for at 1355 Pacific, Long Beach	101 single men

Source: California Homeless Directory, 1992.

### Household Characteristics

A household is a group of related or unrelated individuals sharing a dwelling unit. A single person in an apartment or a family of four persons is considered a household. The 1990 Census estimated 7,871 households in the City of Lomita. The California Department of Finance estimates the City of Lomita had 19,922 persons in households in 1996. This translates to 7,928 households at the average household size of 2.513 persons per household. Most households in the City consisted of family households, where household members are related by birth or



marriage. Only 169 persons resided in group quarters in 1996.

SCAG estimates future household growth in Lomita at approximately 7,975 households by the year 2000 and 8,628 households in 2010. This 0.8 percent annual growth may be considered high, since historical population growth has only been 0.1 percent to 0.4 percent annually for the past 16 years.

### ***Household Size***

The City's 1970 average household size was 2.73 persons per household. In 1980, the City had 2.42 persons per household. The decrease can be attributed to the aging of the City's population and those households where children have left home. The City's 1990 average household size was 2.44 persons per household in 1990, which reflective of the regional trend with more young families with dependent children moving into the City.

The California Department of Finance estimates an average household size in 1996 of 2.513 persons per household in Lomita. This increase in household size suggests the ongoing trend of younger families with dependent children. The City's average households size is lower than the Los Angeles County average household size of 3.005 persons per household, and reflects the city's large elderly population whose children have left home.

### ***Large Households and Overcrowding***

Households with five members or more are considered large households. They often require larger dwelling units that may not be available at costs the large household can afford. The increase in the number of household members does not proportionately increase the earning power of the household. Often, it means an additional dependent child. Thus, large households present a need for large but inexpensive housing units in the City. The 1990 census shows that there are 638 large households in the City of Lomita.

Overcrowding is defined as having 1.01 persons or more per room in a dwelling unit. Overcrowding occurs when there is no housing with enough rooms and at the right price to accommodate households in the area. Overcrowding is more common among large households because of limited income. Lower income households are

also more likely to live in overcrowded conditions because they cannot afford the larger-sized units that are more suitable for their household's size.

Overcrowding is considered a housing concern because it is an undesirable living condition and because it leads to a more rapid deterioration of housing. Approximately 686 households lived in overcrowded conditions in 1990 in Lomita or 8.7 percent. The number of overcrowded households has been increasing in the City. In 1980, 475 units or 6.1 percent of the housing units were overcrowded.

### ***Female Headed Households***

Single parent households have special housing needs due to their need to be near schools, day care centers, recreational facilities and public transit systems. Female-headed households who have low incomes present a need for affordable housing near these services. In 1990, the U.S. Census reported 963 female-headed households in Lomita. Of these, 205 (21.3 percent) female-headed households had incomes that were below poverty level and 550 of the 963 households (57 percent) had children under 18 years of age.

### ***Minority Households***

The population of Lomita is predominantly white. This means there are limited minority households in the City. Census data on minority households show that there are 187 Black households, 56 American Indian households, 565 Asian households, 1,095 Hispanic households in Lomita, representing 23 percent of the total households in the City.

### ***Elderly Households***

Elderly households are households with a member aged 65 or over. Their housing needs are often related to a disability and limited mobility, as well as their fixed incomes. Please refer to the statistics of disability of elderly persons, as provided in Table 3-6. Elderly households are often unable to afford constant increases in housing rents and major repairs for housing.

The 1990 Census reported 1,486 householders aged 65 years and over in the City. The majority of these elderly householders live in CT 6700.03 and 6701, although the proportion of elderly

households to the total households was fairly even throughout the different census tracts.

In 1985, the Lomita Manor was constructed as a senior housing project at 24925 Walnut Avenue. This development provides 78 units for elderly households. The Lomita Kiwanis Gardens at 25109 Ebony Lane has 67 units for elderly and handicapped households and was constructed with Section 202 and Section 8 (HUD) funds and with sponsorship by the Lomita Kiwanis. According to the 1990 Inventory of Federally-Subsidized Housing Projects, this project was constructed in 1986 and has 67 Section 8 units with a prepayment termination of October 27, 2006. At that time, the owner may prepay the loan and convert the units to market rate housing.

Senior services in the area include the South Bay Senior Services, Carrier Alert by the Post Office, and Meals on Wheels and "Dial-a-Ride" and "Dial-a-Lift" by the City. The City also provides free home repairs through the Handyworker program and offers the Lifeline Personal Response System to seniors.

### Household Income

Household income characteristics are classified according to definitions used by the Department of Housing and Urban Development (HUD). The definitions involve relationships to the regional median income and family size adjustment factors. The 1990 median household income in the City of Lomita was approximately \$36,222. This is 76.6 percent of the 1990 Los Angeles County median income of \$47,252.

The median income for the census tracts show that CT 6700.02, 6701, and 6700.03 are within the low income category and CT 6700.01 is within the moderate income category. The hillside homes on the southern end of the City are reflective of the higher income households in that area although the Harbor Hills public housing project serves to balance the median.

Approximately 32.5 percent of the households or 2,552 households in the City had incomes of \$23,626 or less and are considered very low income households. Approximately 19.9 percent or 1,561 households had incomes of \$23,626 to \$37,802 (low income); 22.9 percent or 1,803 households had incomes of \$37,802 to \$56,702 (moderate income); and 24.7 percent or 1,943 households had incomes of \$56,702 or more (high

income). Also, 710 households with approximately 10.7 percent of the total population had incomes below poverty level. See Table 4-11.

Low income households present a special housing need for affordable units. Excessive rents for these households often mean less money for food, medicine, clothing and other essentials. Low income households are also less likely to spend for home improvement projects, repair and maintenance.

**Table 4-11**  
**Household Income (1990)**

Income Category	CT 6700.01	CT 6700.02	CT 6700.03	CT 6701	CT 6707.01	Total
Very Low Income	360	440	743	911	98	2552
Low Income	249	284	535	474	19	1561
Moderate Income	322	414	499	561	7	1803
High Income	339	302	559	729	14	1943
<b>TOTAL</b>	<b>1,270</b>	<b>1,440</b>	<b>2,336</b>	<b>2,675</b>	<b>138</b>	<b>7,859</b>
Below Poverty Level						
	108	85	166	281	70	710

Source: U.S. Census 1990.

### Public Assistance

The 1990 Census reported that 579 households in the City received public assistance (7.4 percent) and 1,692 households (21.5 percent) received income from social security. The County of Los Angeles Department of Public Social Services also reports that as of July 1996, a total of 2,067 households in Lomita were receiving public assistance. The increase in public assistance may be due in part to the economic recession during the 1990's. Table 4-12 provides a breakdown of assisted households in 1996.

The City is authorized to have a minimum of 68 households in its Section 8 program. The L.A. County Housing Authority also reports that as of 1996, 73 households in Lomita participate in the Section 8 Housing Voucher Program. The City's Community Development Block Grant (CDBG) Program funds housing rehabilitation for low and moderate income households, code enforcement and the lifeline personal alarm system.



The City also contracts with the Long Beach Fair Housing Foundation for referral and arbitration services related to housing issues and landlord-tenant conflicts.

**Table 4-12**  
**Public Assistance**

Aid Program	Persons Aided	% Total HH
AFDC- Family Group	986	12.4%
AFDC-Unemployed Parent	171	2.2%
General Relief	62	0.8%
Food Stamps	204	2.6%
Medi-Cal	644	8.1%
Total	2,067	26.1%

Source: County of L.A. DPSS, 1996.

### Housing Stock Characteristics

The majority of housing units in Lomita are single family detached units and mobile homes. The 1997 Population and Housing Estimates by the California Department of Finance show that there are 8,313 housing units within the City boundaries. Of these, 4,041 were single-family detached and 742 were single-family attached units; 646 were found in projects with 2 to 4 units, 2,368 units in projects with 5 units or more or multi-family housing units. There are also 516 mobile homes. Of the total units, 387 were vacant for a vacancy rate of 4.66 percent. There were 20,133 persons in households and 169 persons in group quarters. The average household size is 2.54 persons per household. Housing stock growth is shown in Table 4-13.

**Table 4-13**  
**Housing Growth**

Year	Number of Units	PP/HH
1960	5,351	2.6
1970	7,864	2.73
1980	8,119	2.42
1990	8,255	2.44
1991	8,272	2.44
1992	8,274	2.47
1993	8,291	2.47
1994	8,300	2.47
1995	8,313	2.5
1996	8,315	2.51
1997	8,313	2.54

Sources: California Department of Finance, 1997; U.S. Census.

A number of multi-family apartments were constructed in the 1970's and these are scattered throughout the City. There are 15 mobile home parks in the City on approximately 27 acres, occupied by 516 mobile homes. These trailer parks are listed in Table 4-14 below.

**Table 4-14**  
**Mobile Home Parks in Lomita**

Name	Address	Units
1 Bon-Aire TP	25615 Narbonne	18
2 Capri MP	2436 Lomita Blvd	20
3 Cozy Trailer Court	25338 Walnut	26
4 Crestview Lodge MHP	2350 W. 250th Street	58
5 Elms MH	2101 W. 245th Street	29
6 Hillview TP	2325 Lomita Blvd	87
7 Jean's MH	25343 Narbonne	27
8 Lomita Lane TP	1901 Lomita Blvd	44
9 Masters MP	2355 Lomita Blvd	21
10 Miccolis MHP	1851 Lomita Blvd	32
11 Oak Street TP	26006 Oak Street	31
12 Orchard TP	25344 Pennsylvania	54
13 Retreat TP	25841 Walnut	44
14 Rolling Hills TP	24725 Pennsylvania	72
15 Royal TP	24630 Eshelman	32

Source: City of Lomita, 1994.

The Harbor Hills public housing project on Western Avenue provides 298 units for low income households. In addition, there are 273 housing units reserved for elderly households in the City. Aside from permanent housing, the City has 9 hotels/ motels with a total of 197 rooms. These provide temporary and transitional housing opportunities.

### Housing Tenure

Housing in Lomita is primarily owner-occupied, reflective of the predominant type of housing: single family detached units. Table 4-15 shows housing tenure by census tract.

**Table 4-15**  
**Housing Tenure in Lomita (1990)**

Tenure	6700.01	6700.02	6700.03	6701	6707.01	Total
Owner-Occupied	758	524	1052	1203	48	3,585
Renter-Occupied	479	953	1275	1488	91	4,286
Vacant	52	77	133	119	3	384
<b>TOTAL</b>	<b>1,289</b>	<b>1,554</b>	<b>2,460</b>	<b>2,810</b>	<b>142</b>	<b>8,255</b>

Source: 1990 U.S. Census.



## Age of Housing Stock

The age and condition of housing units help to determine the need for rehabilitation. Without proper maintenance, housing conditions are expected to deteriorate over time. The age of housing is also an indication of structural integrity, as older buildings are not likely to conform to current building standards for fire and earthquake safety.

The 1990 Census shows that the majority of the housing stock (3,632 units or 44 percent) within the City is between 22 and 31 years old. The data also shows that 787 units are 52 years or older. The older units are found near the central portion of the City, on scattered large lots, where newer units are also located.

Older units are likely to need repairs due to age deterioration and are unlikely to be built to current structural, fire, and seismic codes. They present risks to residents from earthquake damage and electrical and structural hazards. Table 4-16 provides a breakdown of housing stock in the area by age.

**Table 4-16**  
**Age of Housing Stock**

Year Structure Built (Age)	6700.01	6700.02	6700.03	6701	6707.01	Total
1980 - 1990 (10 yrs or less)	183	253	382	218	11	1,047
1970 - 1979 (11 - 21 years old)	152	198	374	879	12	1,615
1960 - 1969 (22 - 31 years old)	365	256	390	789	52	1,852
1950 - 1959 (32 - 41 years old)	321	442	642	360	15	1,780
1940 - 1949 (42 - 51 years old)	175	192	384	397	26	1,174
Prior to 1939 (52 years old +)	93	213	277	162	31	787
<b>TOTAL</b>	<b>1,289</b>	<b>1,554</b>	<b>2,460</b>	<b>2,805</b>	<b>147</b>	<b>8,255</b>

Note: Differences in CT total for confidentiality reasons.

Source: 1990 U.S. Census.

## Housing Conditions

An important indicator of the existing condition of the housing supply is the number of structurally substandard units, or units needing rehabilitation or replacement. While the majority of the housing units within the City are in relatively good condition, as the existing stock ages, the number of housing units needing rehabilitation is expected to increase. Residential neighborhoods between Pacific Coast Highway and Lomita Boulevard were primarily developed during the 1940's and 1960's on large lots. They contain many of the City's older housing units. Recent infill development in these neighborhoods is occurring behind individual lots and on scattered, vacant lots. Neighborhoods south of Pacific Coast Highway developed during the 1970's and 1980's, and consist largely of newer housing units on uniform sized lots in subdivisions.

In January 1997, a survey of existing housing conditions was conducted. The exterior condition of the single family homes, multiple-family units, and mobile homes throughout Lomita was evaluated on their need for rehabilitation. The criteria used consisted of four categories:

- ☐ **Category 1:** Substandard, rehabilitation would not be economical and replacement is recommended.
- ☐ **Category 2:** Major repairs needed, but economically feasible to rehabilitate.
- ☐ **Category 3:** Minor repairs needed.
- ☐ **Category 4:** Structurally sound with little or no repairs needed.

Based on the housing conditions survey, 229 residential structures or approximately 2.8 percent of the housing units were classified as Category 3 or requiring minor repairs, most of which are regular maintenance problems. Also, 39 units were classified Category 2 or requiring major repairs, and 11 units were considered Category 1 or deemed substandard. These substandard units will require major rehabilitation and may be better replaced than repaired. The majority of the City's housing stock, however, is in good condition. Table 4-17 presents the results of the survey.

**Table 4-17**  
**Housing Conditions**

Repair Category	Number
Substandard	11
Major repairs needed	39
Minor repairs needed	229
Structurally sound	8,036
Total	8,315

*Source: Blodgett/Baylosis Associates, 1997*

The survey data was analyzed at the neighborhood level to determine the need for specific areas where rehabilitation efforts should be concentrated. The majority of units needing repair are located in the northeastern and eastern areas of the City. The first area is north of Lomita Boulevard and the second encompasses the area between Crenshaw Boulevard and Narbonne Avenue.

Both of these areas were developed prior to the initiation of state and local subdivision laws and contain some of the oldest housing units in the City. Aside from the occasional infill development, these areas mainly consist of large, irregular lots or subdivided parcels that have created unusually small or narrow lots and lots with limited access.

### Vacancy

Single persons, newly-married couples and elderly households need smaller units than households with school age children. The availability of vacant housing units provides choices for different household types to accommodate changing needs. The State Department of Finance estimates a 4.65 percent vacancy rate for Lomita in 1996 or 387 vacant units. SCAG set the ideal vacancy rate at 2 percent for single family units and at 5 percent for multifamily units. Thus, the City has adequate vacant housing for households to find appropriate housing.

### Housing Costs and Rents

Housing affordability is a major consideration in providing suitable housing. The cost of housing itself is not a problem, unless households in the area cannot afford these units. Affordability is defined as paying 30 percent or less of the gross monthly income for housing. Overpaying households are households with lower incomes (80 percent or less of the county median income) and paying more than 30 percent for housing.

According to the 1990 Census, the median rent for the City was \$645. Median rents for units in adjacent cities indicate rents in Lomita are generally lower than adjacent cities, except Los Angeles (see Table 4-18).

The compilation of rents from advertized units in the area shows that housing units in Lomita are renting out for \$675 to \$1400 per month. Apartments have lower rents than houses for the same number of bedrooms and the median rent was \$750. This is slightly higher than the 1990 rent levels.

**Table 4-18**  
**Rents in the Area**

City	Median Rent	Average Rent
Lomita	\$645	\$635
Torrance	740	785
RHE	1,000+	1745
RPV	1,000+	1089
Los Angeles	543	590

*Source: 1990 U.S. Census.*

The median income for Los Angeles County in 1997 is \$47,800. The income limits for very low and low income households eligible for public housing subsidies are provided in Table 4-19. The maximum rents that households should be paying so as not to be considered overpaying (30 percent of gross income for housing) are also provided.

**Table 4-19**  
**Income Limits**

# Per	Very Low	Aff. Rent	Low	Aff. Rent	Moderate	Aff. Rent
1	\$17,950	\$449	\$28,750	\$719	\$43,100	\$1,078
2	20,500	512	32,850	821	49,250	1,231
3	23,100	578	36,950	924	55,400	1,385
4	25,650	641	41,050	1,026	61,550	1,539
5	27,700	692	44,300	1,107	66,450	1,661
6	29,750	744	47,600	1,190	71,400	1,785
7	31,800	795	50,900	1,272	76,300	1,908
8	33,850	846	54,150	1,354	81,250	2,031

*Source: California Department of Housing and Community Development, New Income Limits, 1997.*

As shown in Table 4-20, the median rent in Lomita is within the range of affordable rents specified by the HUD and more than half the units in the City are likely to be eligible for Section 8 rental subsidies.



Housing in Lomita is generally less expensive than housing in more affluent areas at the Palos Verdes Peninsula. This is because the majority of the City is not located on the hillside and coastal areas. Data from local realtors for 1996 shows housing sales in the City of Lomita were limited. The median cost of housing was \$186,000. This information is provided in Table 4-20.

**Table 4-20**  
**Housing Prices**

Housing Type	Median Price	Average Price	Range (000's)
1-bedroom Unit	\$175,000	—	—
2-bedroom Unit	\$159,000	\$143,936	\$134,900- \$189,90
3-bedroom Unit	\$239,000	\$250,750	\$162,500- \$450,000
4-bedroom Unit	\$279,000	\$275,790	\$165,000- \$390,000
5-bedroom Unit	\$299,500	\$313,820	\$272,000- \$369,963

Source: Remax Realty, 1997.

The recent slump in housing sales may be a factor in lower housing prices, although housing units in Lomita are expected to continue to be lower than those in the Palos Verdes Peninsula.

### Overpayment for Housing

The percentage of income spent for housing usually increases as the income decreases. This is because low income households are more likely to be overpaying for housing than moderate and higher income households. Overpayment limits money in those low-income households for home improvements, food, medicine and clothing needs. The Census defines overpayment as paying more than 30 percent of the household income for housing when the gross income is less than 80 percent of the regional median income.

The 1990 Census provides data on the income range of households and the percent of housing payments. The Census estimates that 1,856 households in the City are paying more than 30 percent of gross income and 1,780 of these households are earning less than 80 percent of the County median income, and thus are considered overpaying households. Table 4-21 provides a breakdown of housing payment by tenure.

**Table 4-21**  
**Income and Housing Payments**

Income Range by Housing Payment	Owner Occupied	Renter Occupied	Total
Less than \$20,000	368	1,344	1,712
less than 20%	145	50	195
20% to 24%	47	92	139
25% to 29%	26	155	181
30% to 34%	10	92	102
35% or more	27	882	909
not computed	13	73	86
\$20,000 to \$34,999	359	1,233	1,592
less than 20%	207	133	340
20% to 24%	40	164	204
25% to 29%	5	269	274
30% to 34%	7	216	223
35% or more	100	436	536
not computed	—	15	15
\$35,000 or more	1,954	1,698	3,652
less than 20%	812	921	1,733
20% to 24%	210	396	606
25% to 29%	252	227	479
30% to 34%	187	59	246
35% or more	493	34	527
not computed	—	61	61

Source: 1990 U.S. Census.

### Existing Housing Needs

The existing housing need of Lomita is defined as the number of households that are overpaying for housing. These households need more affordable housing units than the ones they are currently occupying, in order to reduce their housing expenses. Their housing expenses could also be reduced by the availability of assistance payments. SCAG prepared the Regional Housing Needs Assessment (RHNA) in 1988 to determine the distribution of overpaying households (existing housing need) and household growth that would occur in the region (future housing need) by City. As shown in Table 4-22 below, 1,461 households in the City in 1989 are paying 30% or more for housing, representing the City's existing housing need.

Table 4-22 also itemizes housing payments by income and tenure. Overpaying households include lower income households (earning \$28,800 or less) and paying 30 percent or more for housing. The data shows that approximately 1,268 very low income households in the City are overpaying for housing and approximately 512 low income households are overpaying. Also, the



majority of the overpaying households are renters, rather than home owners.

**Table 4-22**  
**Existing Housing Needs**

	Very Low	Low	Total
1988 Total HH			8,144
1989 Total HH			7,859
LIHHs in 1988			3,282
LIHHs in 1989			3,062
1988 Overpaying LIHHs	926	535	1,461
1989 Overpaying LIHHs	1,046	588	1,634
1988 Overpaying Owners	106	74	180
1989 Overpaying Owners	136	73	209
1988 Overpaying Renters	819	461	1,280
1989 Overpaying Renters	910	515	1,425

1989 numbers are preliminary

Source: SCAG RHNA, 1988; SCAG Preliminary Estimates, 1992.

SCAG has also prepared preliminary RHNA numbers for existing housing needs by City. As shown in Table 4-22, the number of lower income households in the City has decreased, although the number of overpaying households has increased.

### Future Housing Needs

The future housing need of Lomita refers to the number of units that may be needed by future residents in the City. SCAG estimates future housing needs based on regional growth trends and existing income breakdown. Approximately 418 new households were expected in the City between 1989 and 1994, with a vacancy adjustment of 158 units and a demolition adjustment of 85 units, for a total of 661 units. Table 4-23 presents these future housing needs by income category.

**Table 4-23**  
**Future Housing Needs**

Income Category	Housing Units	Percent
Very Low Income	109	16.5
Low Income	157	23.8
Moderate Income	122	18.4
High Income	273	41.3
Total	661	100

Source: SCAG RHNA, 1988.

### Units at Risk for Conversion

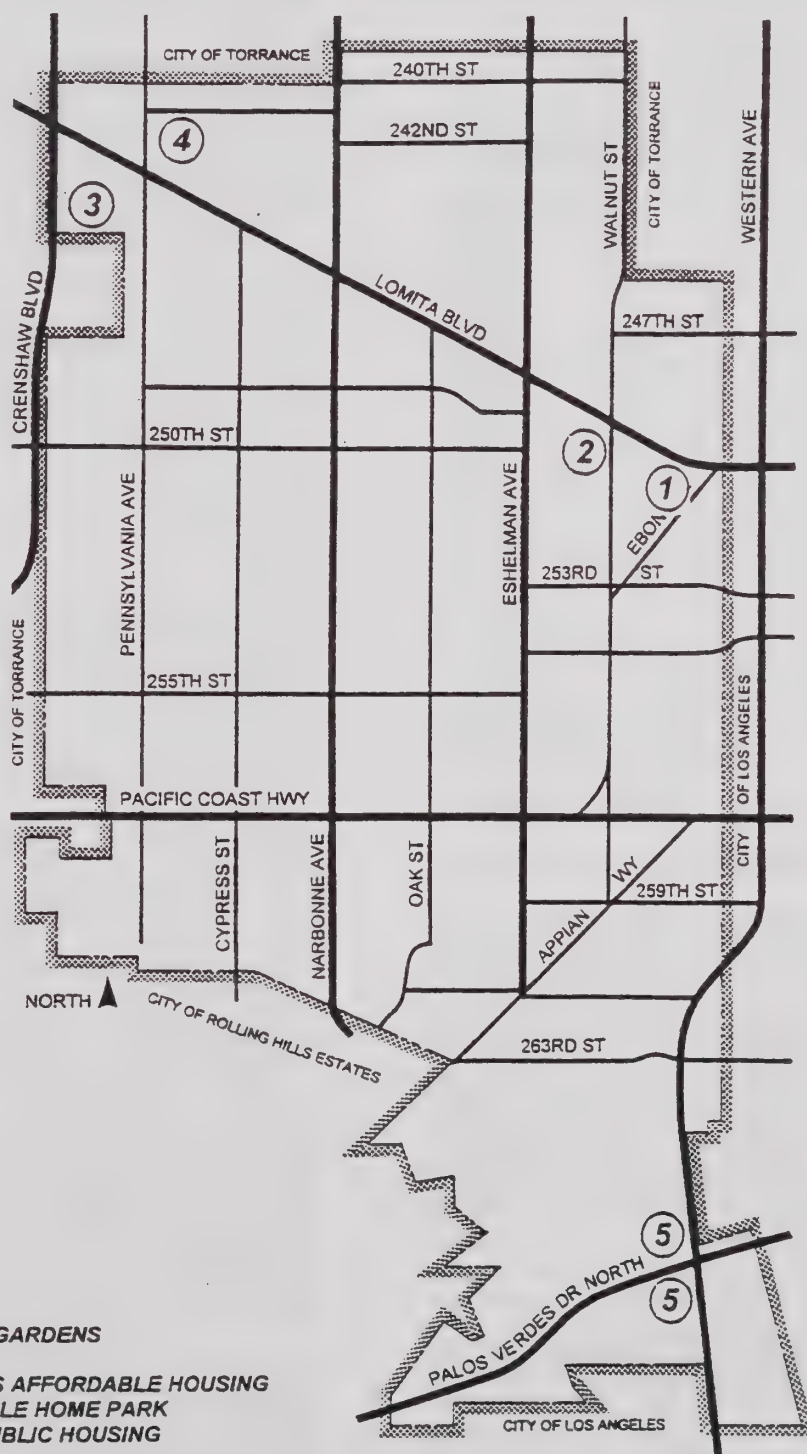
There are several low income and senior citizen housing projects in the City of Lomita. The Lomita Kiwanis Gardens is located at 25109 Ebony Lane and has 67 units reserved for senior and handicapped households. This project was sponsored by the Kiwanis Club and is owned and managed by the Retirement Housing Foundation. The Lomita Manor is located at 24925 Walnut Avenue and has 78 units for senior households. This project was sponsored and is managed by the County Housing Authority but has been deeded to the City of Lomita. In addition, the Sunset Gardens is an 88-unit condominium for senior households which was built by private investment in the early 1980's at 24410 Crenshaw Boulevard.

The City has also participated in obtaining a state loan and approval for the conversion of the Grand View Mobile Home Park on Pennsylvania Avenue and 241st Street to resident ownership. The 4-acre mobile home park was rezoned from Commercial to Multi-family Residential and the 40 units on the trailer park converted to a low-income senior cooperative. Some 37 market-rate townhomes were also constructed on the site.

The Harbor Hills on Western Avenue and Palos Verdes Drive North is a public housing project owned and operated by the Los Angeles County Housing Authority. There are 298 units for low income households within this project on two sites. Exhibit 4-2 shows the location of affordable housing projects in Lomita.

The City has also acquired a 20,000-square-foot parcel where 9 substandard housing units were demolished to provide for the development of 25 senior citizen units. This site is currently vacant and the City is in the process of obtaining a sponsor for the affordable housing project.

There are two convalescent homes in the City: the Lomita Care Center and the Casa Colina, which provide care for elderly and handicapped persons. These centers provide 71 and 48 beds respectively.



- 1-LOMITA KIWANIS GARDENS
- 2-LOMITA MANOR
- 3-SUNSET GARDENS AFFORDABLE HOUSING
- 4-GRANDVIEW MOBILE HOME PARK
- 5-HARBOR HILLS PUBLIC HOUSING

**EXHIBIT 4-2**  
**HOUSING PROJECTS**  
 Source: Blodgett/Baylosis Associates



The Lomita Kiwanis Gardens has an affordability restriction that reserves all units for senior or handicapped households. The project was built in 1986 and the mortgage prepayment is set for October 2006. The owner of this project may prepay the mortgage by 2006 and convert the units to market-rate housing by 2006 at the earliest time.

The Lomita Manor is owned by the City and is likely to remain affordable for the life of the project. This goes true for the Harbor Hills project which is owned by the County.

The Sunset Gardens condominium project is owned by the senior households that reside in these units. The units can only be sold or rented to persons who are 62 years or older. The Grand View mobile home park is also restricted mainly to senior households but is allowed to have at most 35% of the units occupied by non-senior households.

### ***Constraints to Low-income Housing Production***

There are a variety of factors that constrain low income housing production. They include government, market and other forces that increase housing costs for developers and households. These constraints also limit the type and variety of housing that are built in the City. Often, these factors lead to the loss of affordable housing units that could accommodate low income households in the area.

While market rate housing is often constructed to meet existing demand, affordable housing for lower income households is not as readily built due to the lower profitability of these units. The costs of land and construction, land use controls and fees, loan financing and other factors add to the cost of housing development and may make housing less affordable for lower income households. The governmental and economic constraints to low-income housing production in the City of Lomita are discussed in the following sections.

### ***Governmental Constraints***

Governmental actions which discourage housing construction or indirectly increase housing costs serve as constraints to meeting the housing needs

of the City. The identification of factors which may serve as governmental constraints will lead to positive changes in City actions and operations, in order to encourage residential construction and affordable housing projects.

### ***Land Use Controls***

Land use controls constrain housing production by limiting land designated for residential development, lowering allowable densities, and imposing fees for housing construction. The zoning ordinance poses the largest constraint on housing, as it regulates where residential uses may or may not be constructed and determines development standards for building construction.

The City of Lomita's Zoning Ordinance contains one agricultural zone and two residential zones with nine density ranges. These residential zoning categories include: Agriculture Non-Commercial (A-1), Single Family Dwelling (R-1 and R-1-P), and Residential Variable Density (RVD). The Residential Agricultural and Low Density land use designations allow up to 8.7 units per acre (one unit per 5000 square feet). The Medium Density designations allow up to 8.7 units per acre and the High Density designation allows 43.6 units per acre (one unit per 1000 square). This wide density range allows for the development of a wide variety of housing types in the City. Residential uses in commercial zones are also allowed to remain indefinitely.

### ***On and Off-site Improvements***

Development standards and required on and off-site improvements for dwelling units influence the cost of housing. The zoning ordinance regulates building height, minimum lot sizes, maximum lot coverage, parking and yard setbacks. These The residential development standards in the City are summarized below in Table 4-24. The standards are generally the same among the different zones, except for the building density, open space and parking requirements for the RVD zone (requires guest parking spaces). While these restrictions add to building costs, they promote public health and safety in multi-family developments.

There are many lots in Lomita which are less than the minimum lot size and continue to be built upon. Also, many parcels have only 2 to 3 foot side setbacks and 15 to 18 front setbacks. The City allows these parcels to remain non-conforming



and allows renovations on these lots. Any new development will need to comply with the current zoning standards.

**Table 4-24**  
**Zoning Standards**

<b>Agriculture-Non Commercial</b>	
Maximum Building Height	27 feet or 2 stories
Minimum Lot Area =	5,000 sf
Minimum Lot Width =	50 feet
Maximum Lot Cover =	FAR 0.60
Minimum Parking =	2 covered spaces/4-bed SFR or 3 spaces per 5-bed or more SFR
Minimum Setbacks =	front - 20 feet side - 5 feet rear - 20 feet
<b>Single-Family Residential</b>	
Maximum Building Height	27 feet or 2 stories
Minimum Lot Area =	zone suffix
Minimum Lot Width =	50 feet
Maximum Lot Cover =	FAR 0.60
Minimum Parking =	2 covered spaces/4-bed SFR or 3 spaces per 5-bed or more SFR
Minimum Setbacks =	front - 20 feet side - 5 feet rear - 20 feet
<b>Residential-Variable Density</b>	
Maximum Building Height	27 feet or 2 stories
Minimum Lot Area =	zone suffix
Minimum Lot Width =	50 feet
Maximum Lot Cover =	FAR 0.60
Minimum Parking =	2 covered spaces/4-bed SFR or 3 spaces/5-bed or more SFR, plus 1 guest space/3 units plus 1 RV space /5 units
Minimum Open Space =	500 sf/unit
Minimum Setbacks =	front - 20 feet side - 5 feet rear - 20 feet

Source: Lomita Zoning Ordinance

The City has established a height limit of 27 feet or two stories for residential zones, except for an area south of Pacific Coast Highway where the limit is 16 feet when there is a significant view.

The City also allows senior housing, granny flats on 10,000 square foot lots or larger, manufactured homes on permanent foundations in the R-1 zone and move-on units in all residential zones.

While mobile home parks are classified as non-conforming, they do not have amortization schedules; may remain in residential use indefinitely; and can be altered or rehabilitated.

### Codes and Code Enforcement

Building construction in the City of Lomita is regulated by the 1994 Uniform Building Code, the 1993 Electrical Code, the 1994 Mechanical Code, the Uniform Plumbing Code, the Uniform Fire Code and the 1990 National Electric Code, Title 24 and 35 of the State Energy and Insulation Regulations and the Handicap Persons Standards for new development. These codes promote public health and safety and ensure that safe and decent housing is constructed in the City of Lomita. The codes serve to protect residents from hazards and risks and are not considered as undue constraints to housing production.

The City has approved more lenient parking requirements and other incentives for senior citizen housing projects. Also, the 88-unit senior housing has been rezoned from Manufacturing to High Density Residential to preserve the senior housing units. The City has also bought a parcel of land for the development of 25 senior housing units.

As indicated earlier, non-conforming residential units are allowed to remain indefinitely. They may also be renovated or rehabilitated to ensure that safe and healthy housing conditions are maintained.

### Fees and Exactions

Fees increase housing development costs to the developer. In order to make the development project feasible, these costs are often passed on to the home buyer and tenant. While City fees offset the cost of development review for compliance with City codes and regulations, they could serve as constraints to the production of affordable units. The schedule of planning and development fees in Lomita is provided in Table 4-25. These fees do not reflect actual costs since the City has reduced processing fees to encourage development in Lomita.

**Table 4-25**  
**Planning and Zoning Fees**

Application	Fee Amount
Site Plan Review	\$ 75.
Conditional Use Permit*	\$300.
Zone Variance*	\$300.
Zone Change*	\$300.
Height Variation Permit*	\$300.
Tentative Tract Map*	\$300. plus \$50/unit
Tentative Parcel Map*	\$300. plus \$50/unit
Lot Line Adjustment	\$150. plus costs
Certificate of Compliance	\$150. plus costs
Appeals of Lot Line Adjustment & Lot Merger	\$100.
All other appeals	\$150.
Parkland Acquisition Fee (Required for Tract and Parcel Maps only)	Calculated by Planning staff for each map
Negative Declaration/Categorical Exemption	\$25
Environmental Impact Report	Cost plus 25% plus \$25
Negative Declaration (Wildlife Impact)	\$1,275
Environmental Impact Report (Wildlife Impact)	Cost plus 25% plus \$875.
*Environmental Impact Report required	

The City also charges a development tax for all new construction. This fee is equal to \$1,000 for every new housing unit or for every 5,000 square feet of commercial/industrial project built in Lomita. For purposes of comparison, the City of Rolling Hills Estates charges \$500 per unit while Torrance's building permit fees are based on the evaluation of the unit. Housing for elderly or handicapped persons owned and operated by non-profit agencies are exempt from this fee.

In addition to planning application fees and the new construction tax, residential development involves the payment of other City fees. These include building permit fees, plan check fees, Quimby fees (equivalent to 1.5 acres per 1,000 population), park and recreation facilities tax (\$300 per unit), sewer and other utility connection fees, and inspection fees which increase housing construction costs. These costs increase housing prices in the City and may influence the economic feasibility of affordable housing projects.

Fees for adjacent cities are provided in Table 4-26. Comparison with neighboring cities and Los Angeles County shows that fees in Lomita are on average lower than the neighboring cities of Torrance, Rancho Palos Verdes, Rolling Hills

Estates and Los Angeles. Higher development fees may be a contributing factor to higher housing and rent costs in these adjacent cities.

**Table 4-26**  
**Development Fees in Neighboring Cities**

LA City	RHE	RPV	Torrance	Lomita
Zone Change - Single-Family Residential				
\$3,314	\$600	Trust Dep. min. \$4,550	\$2977	300
Zone Change - Multi-Family Residential				
\$4,256 + \$205/unit	\$600	Trust Dep. min. \$4,550	\$2977	300
Variance				
\$890	\$500	\$1,140	\$3114	300
Conditional Use Permit				
\$2,810	\$600	\$2,400	\$1,269	300
Environmental Assessment/EIR				
\$647	Cost + 20%	Trust dep.	Cost	Cost+25% +\$25
Site Plan Review				
\$800-\$1,500	\$500	\$110	--	\$75
Rehearing/Appeal				
\$64	\$175-\$300	\$700-\$940	160	150
Tentative Tract				
\$2110+ 36/lot	County fees+21%	Trust Dep. min. \$9,900	\$1,259+ 27/lot	\$300+ 50/unit
Parcel Map				
\$698+ 43/lot	County fees+21%	\$2,820 + Trust Dep.	\$1,486	\$300+ 50/unit

Plan check is provided under contract with the Los Angeles County Department of Public Works. Plan check fees are comparable to fees charged by surrounding jurisdictions.

### Processing and Permit Procedures

Residential projects in the City are reviewed by the Planning Department and the Building and Safety Department. A single family unit with one story can be approved by the Planning Department and the Building and Safety Department. The design review process ensures that new development complies with the City's development standards and is compatible with adjacent developments. This review is made by the Planning Department or Planning Commission as part of development approval and does not add to the permit processing time. Multi-family and condominium projects are allowed in the RVD zones and the CSP, CG, and CPD zones by right. Multi-family projects and other residential projects requiring a variance must be reviewed by the Planning



Commission. A project before the Planning Commission takes approximately 1.5 months for development approval. After approval by the Commission, the project goes through the plan check process with the Building and Safety Department. Plan check and final building permit approval takes approximately 2-3 weeks. Subdivision projects usually take more time to process and could take 6 to 9 months before planning permits are obtained.

Permit processing fees are paid at the time of application with the Planning Department and during the plan check process and building permit approval. Permits and lengthy processing times discourage construction by increasing the time and costs associated with gaining permit approval. These costs to the developer are often passed on to the renter or home buyer. The three-month to nine-month permit processing in Lomita is relatively short compared to other cities and is not considered a major constraint to housing development.

### ***Economic Constraints***

Economic constraints to housing production include the availability of financing loans, land prices and the cost of construction. Energy costs and conservation are discussed as an issue that affects housing design and maintenance costs.

### ***Financing***

Interest rates for loans are dependent on the national economy. Low rates at this time make housing purchase attractively to prospective home buyers and decrease monthly mortgages, because increased rates create differences in the monthly mortgage payment by as much as a few hundred dollars for each interest point. While low interest rates may mean that more households can afford to buy a home, lending requirements have become more strict, so that fewer households can actually qualify to purchase a home.

Information from the local banking institution shows that the interest rate for home mortgages is currently set at 4.75 percent to 8.625 percent for a variable loan and 6.6 to 8.25 percent for a fixed 30-year loan. These rates increase by approximately 0.5 to 1.0 percent if no points are paid up-front. Interest rates have decreased significantly over the last 5 years due to changes in the State and national economy. This has made

home purchase for first-time home buyers more readily available. At the same time, the recession and uncertainty of the economy has made more persons wary of investing in a home at this time. Loan companies have also developed more stringent borrowing standards due to the unstable economy.

Construction loan rates affect the market rents for multi-family projects and the cost of construction. The approval of loans has generally been based on the economic feasibility of a project and the stability of the development company. Construction loans affect the final cost of housing, as developers often pass on costs to home buyers or tenants to meet loan payments. Construction loans currently average 8.375 percent to 9.25 percent.

Construction loans and mortgage loans are often critical factors in the development of affordable housing. While most private lending institutions provide this service, government entities have taken active roles in providing financing programs for residential development. Federal, state and local agencies offer a variety of programs which provide funds for housing construction and mortgage loans. The presence of low income families in the City makes resident households and housing units eligible for many of the programs offered by federal and state agencies. The limited funding for these programs should be a consideration for project feasibility.

### ***Price of Land***

Land costs make up 10 to 30 percent of housing costs. Land in some areas costs more than others due to available services, neighborhood quality, distance to business and commercial centers and other factors.

Information from local realtors indicates that there is limited vacant residential land in the City. Thus, most land sales involve an existing structure which would have to be demolished in order to build new housing. These developed residential parcels sell from approximately \$11 to \$84 per square foot, depending on its zoning designation and location. Thus, a typical 7,500-square-foot lot would sell for \$33.00 per square foot on average or \$247,500.



### Construction Costs

Construction costs affect housing development. Rising energy and labor costs drive construction costs and lead to more expensive housing prices and rents. Construction costs vary according to the type of development. Multi-family housing is generally less expensive to construct than single family housing units. Housing construction costs include the materials and labor necessary to build the residential unit. These costs will vary widely depending on the quality features, (e.g., size, roofing, carpeting, etc.) which are incorporated into the structure. Information on housing construction costs show that the average construction costs in Southern California range from approximately \$75 to \$100 per square foot.

Assuming a 1,000 square-foot, three bedroom single family home, with 2 bathrooms, 2-car garage, tile roof, stucco exterior, wood trim, and modest fencing, the average housing cost is between \$75,000 and \$100,000. Custom home costs are slightly higher and condominiums cost slightly lower.

### Infrastructure

Development on existing undeveloped land or redevelopment to higher residential densities would not require the provision of new infrastructure systems, but may create a need for upgrades to existing storm drain lines, water lines, sewer lines, streets, telephone lines and other infrastructure. These upgrades will add to development costs which could render housing units unaffordable to lower income households. The upgrade of the water system and other infrastructure serving Lomita is ongoing as part of the City's CIP.

### Geologic Constraints

Development in the City of Lomita may be constrained by the presence of the Palos Verdes Fault on the southern section of the City and the presence of liquefaction hazards. Projects to be located on areas with geologic constraints would require special engineering design in order to reduce and prevent risks to future residents. These design considerations may limit the density of housing in these areas and/or add to housing costs.

### Land Availability

There are no large undeveloped areas in Lomita which could accommodate future residential development. Approximately 13.2 acres of land remain vacant in the City, consisting mainly of small scattered parcels. The U.S. Navy parcel is also zoned R-1. Table 4-27 provides the housing capacity of vacant land in Lomita by zoning category. Assuming these vacant parcels are developed with residential uses, approximately 413 dwelling units at maximum density can be built on these sites.

Additional residential development will have to take the form of redevelopment of lower density residential uses to higher density development or the replacement of non-residential structures with residential developments.

**Table 4-27**  
**Vacant Land**

Zone	Acres	Housing Capacity
A-1	3.3	29 units
R-1	19.6	142 units
RVD-2500	5.6	97 units
C-G	3.8	129 units
C-R	0.5	16 units
<b>TOTAL</b>	<b>32.8</b>	<b>413 units</b>

*Source: Blodgett/Baylosis Associates, 1997.*

As indicated earlier, there is a 19.6 acre parcel owned by the U.S. Navy on Western Avenue and Palos Verdes Drive North which is developed with 3 fuel storage tanks and used by the Lomita Little League as a softball field. This area is zoned R-1-6000 and thus, may be redeveloped for residential use. But due to the costs of clean-up associated with the fuel tanks and the presence of the Palos Verdes Butterfly and California gnatcatcher on adjacent land, it is unlikely that this site will be developed with residential housing units in the near future.

Also, a number of large lots in the City are developed only with a single family home, with large backyards where a second unit or more may be constructed. These lots may also be redeveloped with more units under allowable densities. Approximately 100 units can be added to the City's housing stock with the construction of second or more units on these underutilized lots. As part of the General Plan Update, the City has

designated a Mixed-use Overlay along the western section of Lomita Boulevard and along Narbonne Avenue from Pacific Highway to the north. This overlay allows residential development at a maximum of 17.4 units per acre. Assuming 10-20% of the area is developed with residential uses, some 102 to 204 units may be added to the housing stock.

### ***Energy Conservation***

Rising energy costs increase the cost of construction and the maintenance of housing units. While construction activities use gas and electricity for the operation of equipment and facilities, these are short-term uses. The occupancy of the housing unit has a greater energy demand for the long-term. Reducing the need for energy will present long term savings on housing expenditure and the conservation of environmental resources. Opportunities for conservation that may be used during construction include energy-efficient equipment and building orientation and landscaping that takes full advantage of climate and site characteristics.

Dwelling units can minimize energy use through the installation of extra insulation, passive solar systems, use of gas instead of electricity, fluorescent lighting and other technologies. This would increase the initial building costs and keep housing beyond the afford ability of lower income households.

The Southern California Gas Company offers home weatherization improvements at no cost to low income customers. These energy saving measures include attic insulation, weatherstripping, caulking, water heater insulation blankets, hot water saving showerheads, heating and cooling duct insulation, and limited repairs to make a housing unit energy-efficient. Energy conservation practices may be used by households to reduce their energy bills. They include adjustments in heating demands, laundry and cooking practices and other measures that reduce the use of gas and electricity.

The City distributes energy conservation handbooks to residents through its water bills and at the public counter at City Hall. During the course of reviewing proposed residential projects, alternative ways of promoting energy conservation is considered as part of the approval process.

# ***RESOURCE MANAGEMENT ELEMENT***

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***City of Lomita  
General Plan Update***





## **INTRODUCTION TO THE RESOURCE MANAGEMENT ELEMENT**

The Resource Management Element of the Lomita General Plan includes the State's mandated open space and conservation elements. The Element focuses on those natural resources in Lomita which must be considered in future planning and development in the City. This Element identifies important local resources and the necessary preservation programs to prevent their destruction and exploitation and to ensure that conservation efforts are consistent and equitable.

### **Relationship to the General Plan**

As indicated previously, this Element meets the State's requirements for a conservation element and an open space element. The Resource Management Element complies with regulations in *Sections 65302(d) and 65302(e) of the California Government Code* and the *State Mining and Reclamation Act (SMARA)*. The Element identifies significant resources within the City and establishes policy for their conservation, management, or preservation.

The Resource Management Element also fulfills the requirements of *Section 65560 to 65570 of the California Government Code* regarding the preparation of an open space plan for the City. The Element contains a local open space plan for the comprehensive and long-range preservation and conservation of the City's remaining open space resources.

The Resource Management Element focuses on three key issue areas: cultural resources (historic and archaeological), ecological resources (plant and animal life), and natural resources (air, water, and geology). Open space and recreation issues are also brought together in this Element because areas preserved as open space are valuable resources for both outdoor recreation and scenic enjoyment.

The Resource Management Element is organized into the following sections:

- ☐ The *Introduction to the Resource Management Element* provides an overview of the Element's policy focus.
- ☐ The *Resource Management Element Policies* section indicates those policies and programs related to conservation, parks and open space issues and historic resources, along with supporting policies are listed in this section.
- ☐ The *Resource Management Plan* establishes the conservation plan of the City and identifies the implementing programs, and standards, for park maintenance and development.
- ☐ The *Background for Planning* section includes a discussion of existing conditions relative to natural and manmade resources, including soil, water, air and historic resources are summarized in this section. Open space, parks and recreational facilities are also discussed.

## **RESOURCE MANAGEMENT ELEMENT POLICIES**

The Resource Management Element seeks to achieve the following goals through the implementation of the policies and programs contain herein:

- ☐ To preserve those resources and amenities that enhance Lomita's living and working environment;
- ☐ To promote the conservation of important natural resources to provide a more livable and sustainable community;
- ☐ To promote the maintenance and enhancement of recreational opportunities for those living and working in the City; and

- ☐ To foster a better understanding of the City's history and heritage.

To accomplish the aforementioned goals, the following policies have been incorporated into this Element:

***Resource Management Policy 1***

Lomita will work to expand recreational open space areas and facilities to meet current and projected needs of Lomita residents.

***Resource Management Policy 2***

Lomita will strive to increase the size, acreage, and accessibility of local parks and school playgrounds.

***Resource Management Policy 3***

Lomita will continue to cooperate with other agencies to expand regional park facilities accessible to Lomita residents. Lomita will work with public transit providers to increase bus services to existing regional facilities.

***Resource Management Policy 4***

Lomita will continue to seek available funding (State, Federal, etc.) for the expansion of school playground areas in Lomita and the City will investigate strategies for the shared use of facilities. The City will also investigate the feasibility of development of these facilities as part of an independent school district.

***Resource Management Policy 5***

Lomita will encourage the use of innovative site planning techniques in the planning of new residential development in order to free inaccessible vacant land for use as passive and active open space.

***Resource Management Policy 6***

Lomita will strive to protect and enhance the lower density character of development in the community and preserve those environmental amenities found in Lomita.

***Resource Management Policy 7***

Lomita will allow moderate and high density land uses only in areas capable of supporting such uses, as indicated in the Lomita Land Use Plan.

***Resource Management Policy 8***

Lomita will promote the use of open space buffer areas to separate incompatible land uses which may also be designed to provide open space for recreational use.

***Resource Management Policy 9***

Lomita will continue to provide for large lots and keeping of animals in the City's agriculturally zoned residential areas, pursuant to the requirements of the City of Lomita General Plan.

***Resource Management Policy 10***

Lomita will maintain current restrictions on building height in order to protect the views from elevated areas in Lomita such as that which has been done in the residential areas. Height studies are to be performed when required, pursuant to the City's environmental review process.

***Resource Management Policy 11***

Lomita will promote the use of open space to conserve and enhance the health and safety of Lomita residents.

***Resource Management Policy 12***

Lomita will undertake an evaluation of non-producing oil wells to determine if they are officially abandoned in conformance with all applicable laws.

***Resource Management Policy 13***

Lomita will cooperate with the SCAQMD to further reduce smog pollution and will strive to mitigate major stationary sources of air pollution in the City.

***Resource Management Policy 14***

Lomita will continue efforts to prevent any situation from developing outside Lomita's boundaries which could have an adverse effect upon the residents of Lomita or the environment (e.g. opposing any additional jet or commuter air traffic at Torrance Airport).

***Resource Management Policy 15***

Lomita will continue to oppose the construction of a freeway through any part of the City of Lomita.

***Resource Management Policy 16***

Lomita will strive to develop a more adequate water distribution system.



**Resource Management Policy 17**

Lomita will work towards the protection of stormwater quality in the City, in accordance with the NPDES.

**RESOURCE  
MANAGEMENT PLAN**

The Resource Management Plan for Lomita promotes the protection of the environment in the City. The plan provides a citywide approach to the utilization, conservation and management of the City's resources. The plan consists of programs for preservation of significant resources and standards for development in areas with identified resources. The plan also address parks, recreation facilities, and open space. Guidelines for overall development of recreation opportunities in the city and standards for park development are outlined in the plan.

**Open Space Standards and Park Classification**

The City will strive to work towards the following objective for parkland development:

- ☐ The City will strive to maintain a parkland standard of one-acre per 2,500 persons.
- ☐ The City will explore opportunities for the development of new parkland and open space areas within the City.
- ☐ The City will pursue the feasibility of joint use agreements with the Los Angeles Unified School District as a means to increase the recreational facilities available to City residents.

The National Recreation and Parks Association (NRPA) has developed a generic classification system for park facilities and corresponding standards applicable to each park type. This classification system is designed to apply to a broad range of communities and requires some modification to make park standards applicable to Lomita.

The NRPA standards classify parks according to their size, service area, and function. However,

there may be some difficulty in making a direct link between the NRPA standards and activities that are presently available to the residents. For example, the acreage of a particular park may correspond with the recommended NRPA standards for a neighborhood park, but its actual function (as characterized by its usage) may correspond more closely with that of a community park. In these instances, it is more appropriate to place the park in a category that better describes the park's actual function.

Although the size of the Lomita Recreation Center fits within the neighborhood park category, the facility serves a larger service area radius and accommodates a variety of activities, thus functioning in some respects like a community park. Parks within the City are classified as either "mini parks" or "neighborhood parks".

**Mini-Park**

The NRPA standards for *mini parks* indicate that this type of park should serve the recreational needs of a specific group of persons such as small children or senior citizens. Mini parks should be located near to where the users live in close proximity to apartments, townhouse developments or senior housing projects. The service area of parks in this category should have a radius of one-quarter mile or less and an area of one acre or less. The mini-parks include Veterans Park, Metro Park, and the Annex at the Lomita Railroad Museum.

**Neighborhood Parks**

Neighborhood parks are designed for active recreational and athletic activities. These facilities should be centrally located in the neighborhoods where the users live. Access to these facilities should be designed to promote easy pedestrian access. According to NRPA, the service radius for these facilities is between one-quarter and one-half mile and generally serves up to 5,000 residents. Hathaway Park and Lomita Park are included in this category.

**Park Needs Assessment**

Using the standard of one acre per 2,500 residents above, the parkland in the City of Lomita exceeds these open space standards. The City will continue to maintain or exceed this standard.

Although additional recreation sites would augment existing deficiencies in park acreage,

Lomita is largely developed and limited land is available for the development of new and large parks. On the other hand, the distribution of parks in the City shows that the northwestern section of the City and the area south of Pacific Coast Highway are not adequately served by an existing park.

There may be opportunities for the development of recreational open space in the City over the life of this General Plan. Privately-owned land cannot be designated for public use in the General Plan unless the private land will be acquired. For this reason, a park overlay designation has been indicated in Exhibit 5-1 which indicates those areas of the City which may be considered good candidates for park development.

Areas which are considered possible candidates for park development include the following:

- ☐ An area in the vicinity of City Hall, which is presently vacant, has been identified as containing a sensitive habitat. This property is privately owned and is undergoing further evaluation at the requests of the Department of Fish and Game. The Fish and Wildlife Service has indicated this area would be a good candidate for preservation and restoration to preserve those habitats that are found within the property.
- ☐ The General Plan Advisory Committee, as part of this element's formulation, indicated there may be some opportunities for expanding Lomita Park. Most of the surrounding properties are privately owned and acquisition of these adjacent properties would be necessary to accommodate any expansion.
- ☐ The U. S. Navy maintains a large landholding in the southeastern portion of the City. Presently, a portion of this area is used for recreation though opportunities may exist for a portion of this property to be used for recreation and resource preservation. Recent surveys identified a Palos Verdes Blue butterfly colony on the fuel depot site. This species was previously thought to be extinct.

The potential acquisition of the aforementioned areas would enable the City to meet its open space objectives. In addition, the acquisitions would also serve as a means to preserve two of the few remaining sensitive habitats in the South Bay area.

## **Resource Management Programs**

The following programs will be effective in the implementation of the policies contained in this Element.

### **Air Quality Planning**

The City of Lomita will continue to participate in the regional planning efforts being undertaken by the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) to develop and implement strategies to improve regional air quality. The City of Lomita will continue to work with the SCAQMD and SCAG and the surrounding cities in improving air quality.

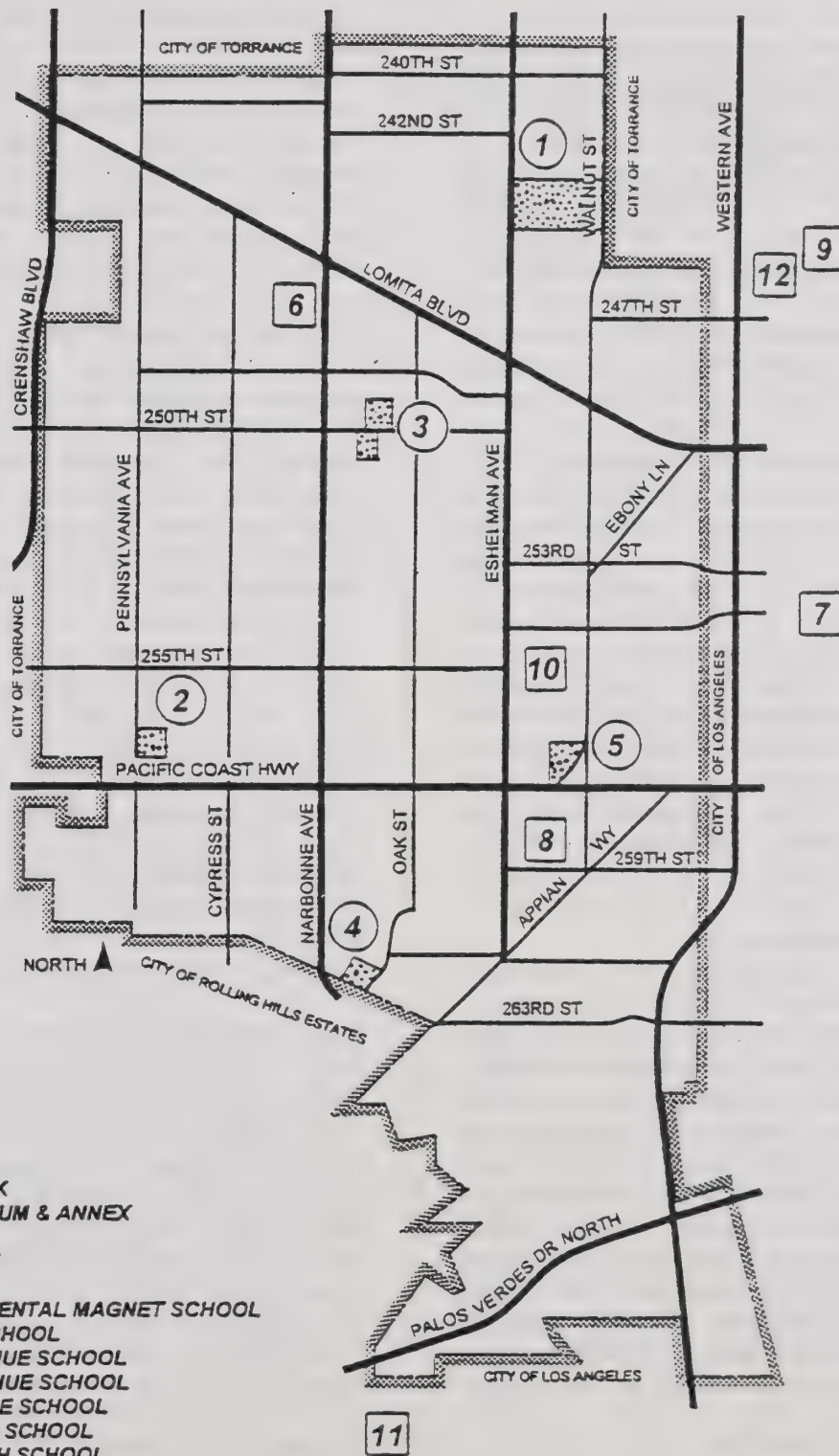
### **City Water Conservation**

The City will continue to implement its Water Conservation Ordinance. In addition, the City will review the ordinance to ensure it promotes the use of xeriscape landscaping, water conserving materials, and devices that reflect current technology. The City shall review, and as appropriate, develop water conservation programs for public facilities (Civic Center, parks, maintenance yards, etc.). Water conservation measures and activities will continue.

### **Cultural Awareness**

The City shall continue to implement programs for increasing cultural awareness in the community. The City will cooperate with local organizations (such as the local historical society, Chamber of Commerce, etc.) and individuals to acquire resource materials concerning the local history and culture. These materials may include books, photographs, artifacts, furniture, etc which may be displayed in the City Hall Lobby. The City will continue to support cultural resource conservation and preservation efforts in Lomita.





## PARKS

- 1-LOMITA PARK
- 2-HATHAWAY PARK
- 3-RAILROAD MUSEUM & ANNEX
- 4-METRO PARK
- 5-VETERANS PARK

## SCHOOLS

- 6-LOMITA FUNDAMENTAL MAGNET SCHOOL
- 7-HARBOR CITY SCHOOL
- 8-ESHELMAN AVENUE SCHOOL
- 9-PRESIDENT AVENUE SCHOOL
- 10-FLEMING MIDDLE SCHOOL
- 11-DODSON MIDDLE SCHOOL
- 12-NARBONNE HIGH SCHOOL

## EXHIBIT 5-1 OPEN SPACE PLAN

Source: Blodgett/Baylosis Associates



**Cultural Resource Management**

This regulation requires that, should archaeological or paleontological resources be uncovered during excavation and grading activities, all work would cease until appropriate salvage measures are established. Appendix K of the CEQA Guidelines shall be followed for excavation monitoring and salvage work that may be necessary. The Conservation Element indicates those areas with a "high potential" for cultural sensitivity. Notification that resources have been encountered (notification may come from field monitors, construction crews, etc. Salvage will be undertaken pursuant to Appendix K requirements outlined in CEQA.

**Design Guidelines and Review**

The City shall continue to implement its current design review procedures. The purpose of the design review process is to ensure that building design, architecture, and site layouts are compatible with surrounding development. Procedures for design review will be prepared for the Lomita "downtown" area which includes the commercial district located in the vicinity of Narbonne Avenue and Lomita Boulevard. Materials will be prepared for public distribution will be prepared describing design guidelines and the design review process reviewed and revised as necessary.

**Energy Conservation**

The City shall continue to enforce the energy conservation standards in Title 24 of the California Administrative Code, the Uniform Building Code, and other state laws on energy conservation design, insulation and appliances. Energy needs shall be evaluated and conservation measures incorporated into new development in accordance with Appendix F of the State CEQA Guidelines. Other measures that would reduce energy consumption during construction and operation of the structures shall be encouraged. The City will continue to work with the Southern California Edison and the Southern California Gas to promote energy conservation.

**Environmental Review**

The City shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California

Environmental Quality Act (CEQA). Environmental review shall be provided for major projects and those that will have a potential to adversely impact the environment. Issue areas that will be addressed in the environmental analysis related to resource issues include: air quality, water and hydrology, plant life, animal life, natural resources, energy, aesthetics, recreation, and cultural resources. In compliance with CEQA, the City shall also assign responsibilities for the verification of the implementation of mitigation measures.

**Historic Building Code**

The City will investigate the feasibility of adopting alternate building code standards for historic structures, as authorized by the State Historical Building Code. The initial step will require City staff to amend the development code to include provisions for the maintenance, rehabilitation, and preservation of historic structures. Potential candidates include the old Lomita Theater, Lomita Lumber and the Farnart Blacksmith Barn. Other historic resources described in Section 5.4 should be considered.

**Joint Use Facilities**

The City will continue to support existing joint agreements with the Los Angeles Unified School District and explore opportunities for expanding joint use agreements to include other schools. The City will continue joint use agreements with other special districts. The City's existing joint-use agreements will be continued where appropriate.

**Parks Gift Catalogues Program**

The City will assess the feasibility of preparing and distributing a gift catalogue for specific items that will be used for the Community's benefit. The catalogue will identify improvements that may be purchased for use in City Parks. The first step will require City Council authorization to City departments to determine how this program will be implemented. The Council will then consider staff's findings and will provide direction to the City's Parks and Recreation Department in how to proceed.

**Quimby Act Ordinance**

The City will continue to implement its Park Development Fee ordinance as set forth the proposed adoption of provisions in the subdivision ordinance for the declaration of land for park use

pursuant to Section 66477 of the California Government Code. The Government Code permits local governments to exact land dedications, in-lieu fees, or a combination of both for park and recreation purposes as a condition of approving a final subdivision or parcel map.

#### ***Park Development & Renovation Program***

The City will evaluate strategies to protect and renovate existing public open space from encroachment or conversion to other uses. Any new development will comply with the guidelines set forth by the American Disabilities Association (ADA). Potential improvements will be programmed into the City's Capital Improvements Program. This program will also evaluate the feasibility of new park development in the City. Candidate sites for evaluation may include, but not be limited to, the expansion of Lomita Park, a new park in the vicinity of City Hall, and a park within the area presently occupied by the U.S. Navy fuel storage depot.

#### ***Adopt a Park/Park Watch (Program)***

The City will analyze the feasibility of implementing an adopt-a-park program along with a "park watch" program. Individual neighborhoods will be encouraged to become involved with the operation, maintenance and safety of their parks through an expanded Neighborhood Watch Program. The first step of implementation will involve coordination with the Los Angeles County Sheriff's Department to expand the scope of the Neighborhood Watch Program to include the monitoring of local parks. The City will then establish a program by which individuals, organizations, and businesses can "adopt" a local City park. Qualifications for "park adoption" will be identified by the City Parks and Recreation Department Park. Individuals, organizations, and businesses, as part of their adoption, may agree to assist in park maintenance, financing of improvements, security, etc.

#### ***Stormwater Pollution Prevention***

The City will develop programs and measures designed to prevent pollutants from entering the storm drain system. These shall include measures to be imposed during construction activities, handouts for residential uses and best management practices (BMPs) for non-residential uses. The City shall also implement projects to

maintain stormwater quality, such as street sweeping, catch basin grills, signs, etc.

## ***BACKGROUND FOR PLANNING***

### ***Overview of the Planning Area***

This section of the Resource Management Element identifies the resource (man-made and natural), open space, and recreation issues that need to be considered in future planning. Key issues which are addressed in this section include soil resources, mineral resources, groundwater resources, vegetation and wildlife, air quality, aesthetics, cultural (historical, archaeological, and paleontological) resources, open space and recreational facilities.

Most of these resources are typically non-renewable or limited and need to be preserved and managed in order for these resources to be available for future generations. This section of the Element identifies the City's natural and manmade resources, in an effort to provide focused attention and conscious efforts for their preservation and conservation.

### ***Earth Resources***

The City of Lomita is located on the gently rolling plain at the northeastern foot of the Palos Verdes Hills. The City is generally overlain with shallow deposits of alluvial materials. Ground elevations within the City range from 55 feet above mean sea level at the eastern section of Lomita to 134 feet above mean sea level at Pacific Coast Highway. At the southern section of the City, where the Palos Verdes Hills begin, the land is underlain by bedrock materials associated with the Palos Verdes Peninsula. Ground elevations within this area range from 100 to 310 feet above mean sea level.

The Soil Conservation District of the U.S. Department of Agriculture has classified soils in Lomita according to soil limitations and soil suitability. A soil association is a group of soils



that have the same profile, arrangement, sequence of layers, or other characteristics. The City of Lomita is overlain by four soil associations: Oceano Association; Ramona-Placentia Association, five percent to nine percent slopes; Ramona-Placentia Association, two percent to five percent slopes; and Diablo-Altamont Association.

The *Oceano Association* is generally found in undulating dune-like areas at elevations below 100 feet above mean sea level. Natural drainage is excessive and soil permeability is rapid. Oceano soils consist primarily of grayish-brown sand layers underlain by light brownish-gray sand subsoils. They have moderate to high potential for wind erosion. Inherent fertility is low. These soils are found on the northern end of Lomita.

The *Ramona-Placentia Association* is found on gently rolling terraces and consists of 80 percent Ramona soils, fifteen percent Placentia soils, and five percent Hanford soils.

Ramona soils are brown to reddish-brown, heavy loam or sandy loam on the surface, with dense clay loam or clay subsoils. Some areas have 60 percent by volumes of stones and cobbles. Placentia soils are brown to reddish-brown loam or sandy loam on the surface, with dense dark reddish-brown clay loam in the subsoils. Some subsoils consist mainly of gravel.

Natural drainage is moderately good and soil permeability is slow to very slow for the Ramona-Placentia Association. Erosion hazard is slight to moderate and inherent fertility is low to moderate. The Ramona-Placentia Association, five percent to nine percent slopes, is found on the southeast section of the City and the Ramona-Placentia Association, two percent to five percent slopes, is found on the eastern section of the City.

The *Diablo-Altamont Association* consists of 60 percent Diablo soils and 30 percent Altamont soils. This association is found on gently sloping to rolling foothills, as found in the southern section of Lomita. Diablo soils have dark gray, neutral, clay surface layers with dark grayish-brown clay subsoils. Outcrops of shale may be found in some places. Altamont soils are dark brown clay surface layers with brown clay subsoils.

The Diablo-Altamont Association is well-drained and soil permeability is slow. This association has a slight erosion hazard and inherent fertility is high. This soil association is present on the western section of Lomita.

Exhibit 5-2 shows the distribution of these soil associations and Table 5-1 summarizes the characteristics of each association. Shrink-swell potential refers to the soils ability to change volume with a change in moisture content. This characteristic is influenced by the amount of moisture in the soil and the amount and kind of clay present. Soil pressure refers to the soil's ability to withstand pressure created by foundations, equivalent to as much as 1,000 pounds per square foot. Runoff potential refers to the soil's infiltration rate when thoroughly wetted. Soils that have a high rate of water transmission would result in a low runoff potential.

### Mineral Resources

Land in the City of Lomita was historically used for agricultural production and some oil drilling prior to the City's urbanization. Areas zoned for agricultural use (A-1) are developed with large rural residential lots with limited animals. No commercial agricultural production remains in the City.

**Table 5-1**  
**Soil Associations**

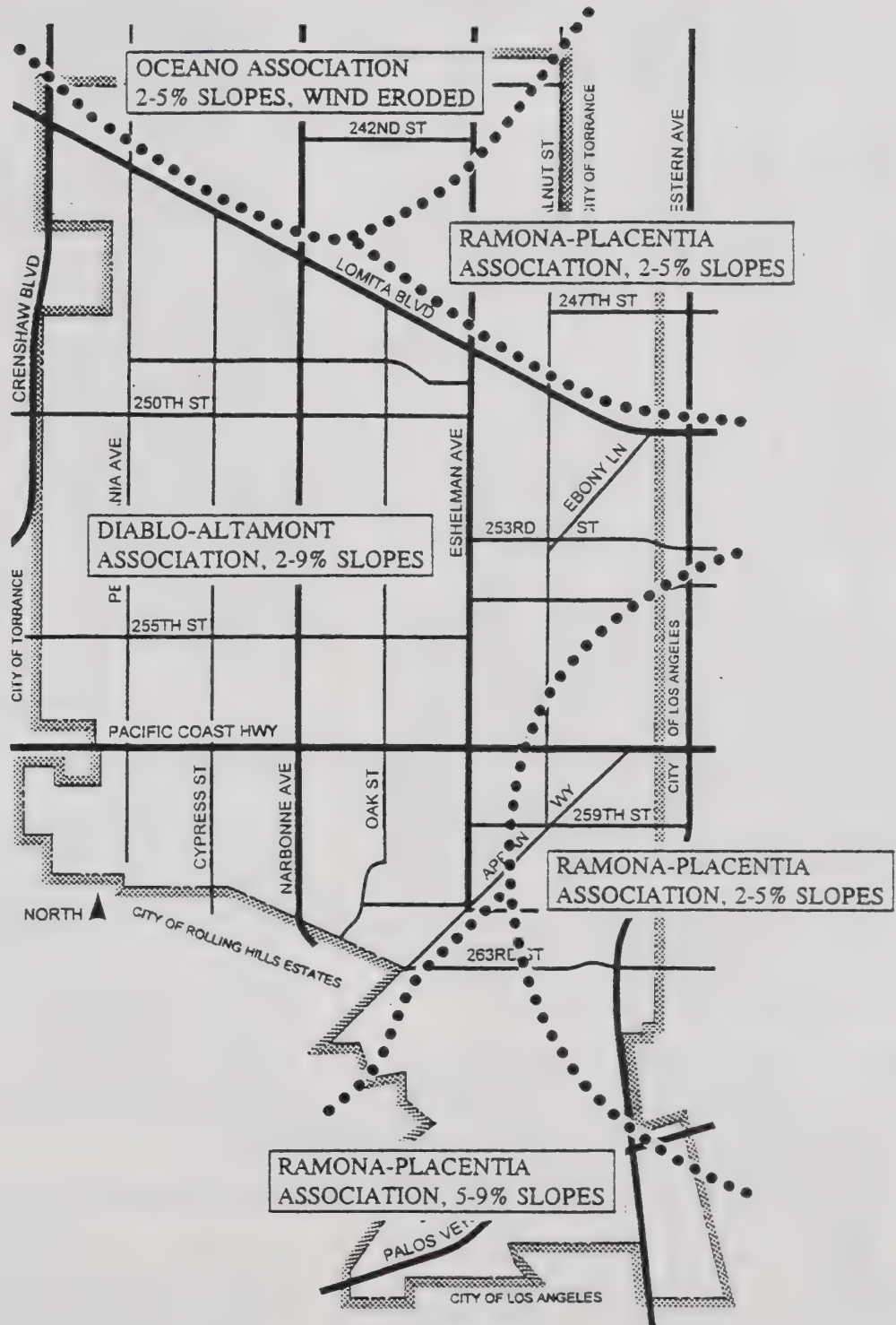
Association	Shrink-Swell	Soil Pressure	Runoff
Oceano Association	Low	Severe*	Very slow
Ramona-Placentia Association, 2% to 5% slopes	High**	Moderate	Slow
Ramona-Placentia Association, 5% to 9% slopes	High	Moderate	Slow
Diablo-Altamont Association	High	Moderate	Medium

\* less than 1,000 lbs/sf

\*\* more than 30% clay

Source: Report and General Soil Map, Los Angeles County, 1969.





**EXHIBIT 5-2**  
**SOIL RESOURCES**

Source: Blodgett/Baylosis Associates

The City of Lomita is known to have deposits of sand and gravel, feldspar and diatomite (as found at the Palos Verdes Hills) though these resources have not been actively extracted in the City.

Feldspar consists of aluminum silicate minerals containing potassium, sodium, or calcium. Feldspars constitute nearly 60 percent of igneous rocks and are found in granites, and beach sands. Grain size ranges from less than 1/4 inch to an inch or more. Feldspar is used for the production of glass and ceramics. Diatomite consists of fine-grained particles of an inert form of silica, similar to mineral opal. Diatomite is formed from fossils of diatoms (one-cell floating organisms). Each particle is flat and perforated, and loosely packed. Diatomite is used for filtration and as fillers, insulation, absorbents, abrasives, ceramics, pesticides, and other uses. Feldspar and diatomite are not found in commercial quantities that warrant extraction in Lomita.

The San Pedro Sandstone is a Pleistocene marine deposit found in outcrops along the northern and northeastern edges of the Palos Verdes Hills. The San Pedro Sandstone consists of poorly consolidated, coarse and uncemented quartz and feldspathic sands, with some pebbly gravel. The San Pedro Sandstone is believed to have been deposited within a coldwater marine environment during maximum glaciation. Regional tectonic uplift of the Peninsula led to the elevation of these deposits hundreds of feet above sea level. Historic mining activities have occurred along this area within the City of Rolling Hills Estates. The surrounding area also contains San Pedro Sandstone, including the City of Lomita.

Under the Surface Mining and Reclamation Act (SMARA), the California Division of Mines and Geology (CDMG) has identified the presence of sand and gravel resources in the State and classified areas of regionally significant aggregate resources. The Chandler (Quarry) Landfill, within the City of Rolling Hills Estates and just south of Lomita, is classified by CDMG as Mineral Resource Zone 2, (MRZ-2 - an area containing significant mineral deposits or where there is a high probability of their existence). This area was previously mined for sand and gravel though now serves as a landfill. The Lomita area is designated as MRZ-3 (areas containing mineral deposits whose significance cannot be evaluated from available data). While the San Pedro Sandstone is found in Lomita, the lack of past or current

mining activities in the Lomita area prevents their classification as MRZ-2. Exhibit 5-3 shows the classification of aggregate resources in Lomita and the surrounding area.

### ***Oil Resources***

The northern section of the City is underlain by the Torrance oil field which has been drilled since 1922. Records on oil production from the Torrance oil field show that there are 213 wells with an annual production of 823,000 barrels or 2.1 percent of the oil production in southern California region in 1995. The remaining reserves in the Torrance oil field are estimated at 26,579 million barrels as of December 1994. The Torrance oil field is located adjacent to the Wilmington oil field which produces approximately 55 percent of the oil in southern California. There were thirteen wells tapping the Torrance oil field within the City of Lomita, but twelve of these wells have been abandoned and plugged. A single well remains in operation at Stanhurst and Walnut Streets. The Gaffey oil field is located near the southwest corner of the City but does not currently produce any oil and has been abandoned.

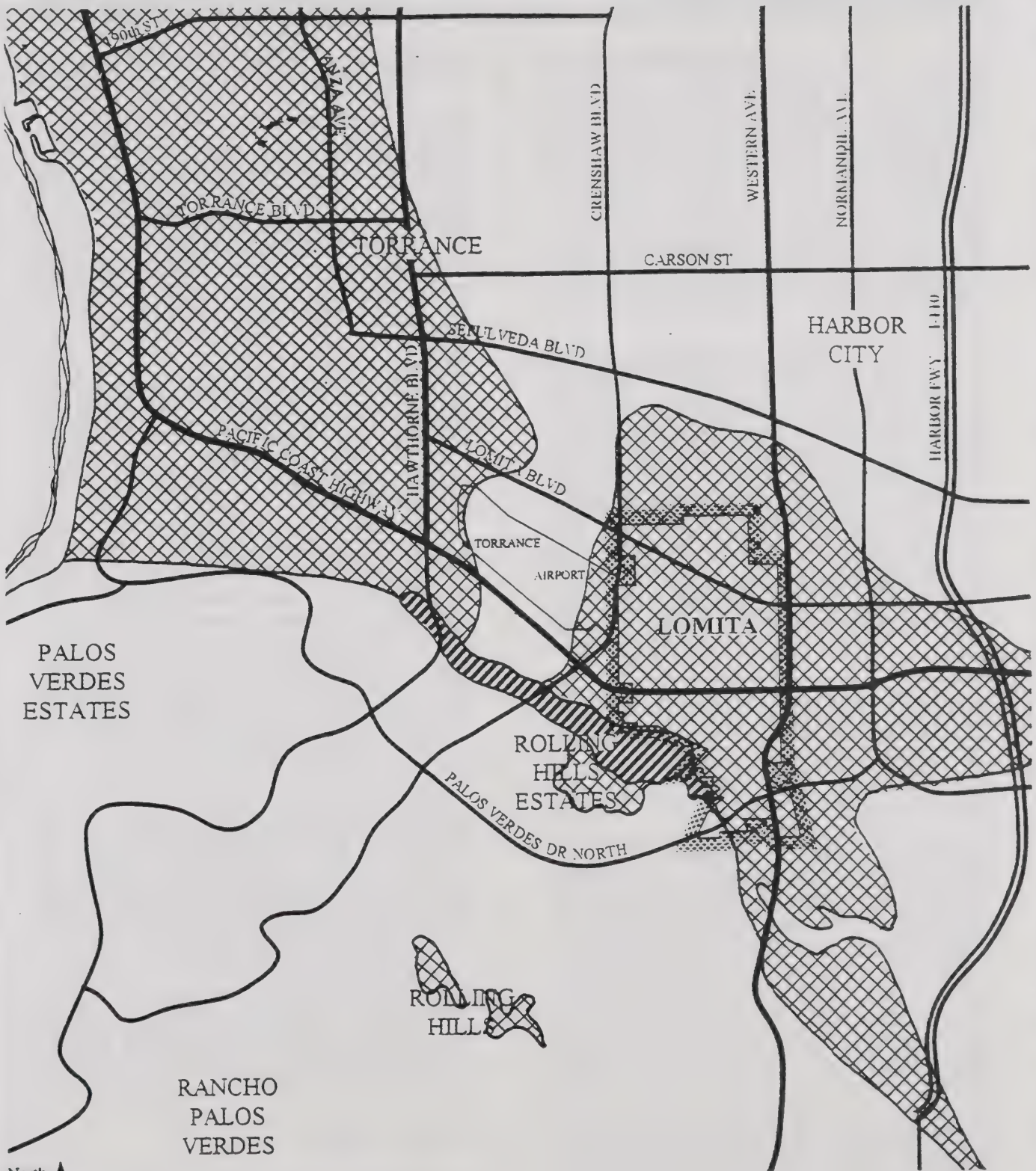
### ***Agricultural Land***

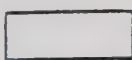


The Lomita area was once an agricultural area and was known as the Celery Capital of the World in the early 1900's. These agricultural lands were replaced with oil wells and residential tracts in the mid-1920's. Agricultural uses in the City are now limited to large rural lots with limited animal husbandry activities. There are no lands in Lomita that are currently used for commercial agricultural production. Agricultural uses are also not currently considered viable due to the presence of nearby urban developments and the lack of large vacant tracts of land.

### ***Groundwater Resources***

Groundwater resources in Lomita consist of aquifers and aquicludes, as found in the Los Angeles groundwater basin within the Los Angeles coastal plain. The City of Lomita is located on the southern end of the Torrance plain which is underlain by water-bearing sediments that form a complex system of interlayered aquifers and aquicludes. The City is within the West Coast groundwater basin





-  MINERAL RESOURCE ZONE 1 (MRZ-1)
-  MINERAL RESOURCE ZONE 2 (MRZ-2)
-  MINERAL RESOURCE ZONE 3 (MRZ-3)

## EXHIBIT 5-3 SIGNIFICANT AGGREGATE RESOURCES

Source: Blodgett/Baylosis Associates



which is bounded by the Newport-Inglewood fault zone on the northeast. Groundwater resources in the West Coast basin generally consist of an upper layer of shallow, unconfined and semi-perched water; a principal body of fresh water underneath; and a salt water layer under the freshwater resources. Water movement is generally from points of recharge (percolation areas, spreading grounds, streams) to points of discharge (groundwater wells, ocean, springs) because of differences in pressure between these points.

Aquifers underlying the Los Angeles coastal plain resulted from the historical development of the topography for more than 100 million years. The deposition of sand, gravel, silt, clay and rock has resulted in a highly complex geologic and groundwater structure. Water-bearing deposits are unconsolidated and semi-consolidated alluvial sediments from recent times (15,000 years ago). These deposits hold water and allow water to pass through, and are referred to as aquifers. Non-water-bearing deposits consist of consolidated rocks and ground layers which provide limited water. They form the boundaries between aquifers.

Most of the groundwater resources in the basin are found in recent (Holocene) and Pleistocene age deposits. These deposits are generally less consolidated and have been subject to less deformation by historic folding and faulting.

The Pleistocene period (up to 1,000,000 years ago) resulted in the deposition of several ground layers including Older Dune Sand, the Lakewood Formation and the San Pedro Formation. The Lakewood Formation includes terrace deposits, Palos Verdes sand and other unnamed deposits. It is generally characterized by variable particle size in the upper layer and a lower layer of gravel and coarse sands. Sand and gravel are interspersed by discontinuous lenses of sandy silt and clay.

The Lakewood Formation contains the Exposition, Gage, and Gardena aquifers and aquicludes (fine sand, silt and clay that transmit water slowly). The Exposition and Gardena aquifers are not found underneath the site. The Gage Aquifer lies approximately 100 feet below mean sea level near the City of Lomita and is approximately 75 to 100 feet thick. This aquifer has fine to medium sand, with varying amounts of coarse yellow sand, sandy

silt, clay and gravel. The Gage Aquifer yields large amounts of water.

The San Pedro Formation contains deposits of lower Pleistocene age, containing San Pedro sand, Timms Point, silt and Lomita Marl. This formation contains five major aquifers with fine grained layers interbedded within. These aquifers include the Hollydale, Jefferson, Lynwood, Silverado and Sunnyside Aquifers. They are the principal aquifers used for domestic water in the Los Angeles area.

The Lynwood Aquifer is made up of yellow, brown, and red coarse gravel, sand, silt and clay. This aquifer has a thickness of 50 to 1,000 feet. The Lynwood aquifer is a major producer of water with a yield ranging from 200 to 2,100 gallons per minute. This aquifer is found approximately 275 feet below mean sea level in the City. The Lynwood Aquifer merges with the Silverado Aquifer to the west. The Silverado Aquifer has yellow to brown coarse to fine sands and gravel interbedded with yellow to brown silts and clays. This aquifer has a maximum thickness of 500 feet and is found approximately 425 feet below mean sea level in Lomita to a maximum depth of 1,200 feet below sea level. This aquifer has also been considerably offset by all faults in the region. The Silverado Aquifer is a major water producer with a maximum yield of 4,700 gallons per minute.

Aquifers beyond the Pleistocene age are not known because of limited well log data. They are also too deep to be economically tapped by groundwater wells. The storage capacity of the coastal plain is approximately 22 million acre-feet, with 6.5 million acre-feet of capacity within the West Coast basin alone.

The groundwater is estimated by the Los Angeles County Safety Element to be approximately 30 feet from the ground level at the City and the surrounding area. This indicates that the area is conducive to perched water conditions.

### **Surface Waters**

The project site is located within the Dominguez watershed where storm waters drain into the Los Angeles Harbor. Machado Lake is located southeast of the City of Lomita. This lake serves as a flood retention basin for the surrounding area.

The lake was historically a shallow depression that filled up during rains and emptied into the seas.

Machado Lake has always been a low lying area and sea shell beds and salt-encrusted soils found at its banks suggest it was nearer the sea than it is today. The lake holds 210 acre-feet of water and covers approximately 42 acres. It has an average width of 150 feet, with a maximum width of 1,000 feet and a maximum length of 3,000 feet. Approximately 60 percent of the water comes from the Wilmington Drain which drains a 20-square-mile area north of the lake.

Waters at Machado Lake are highly dependent on rainfall and storm runoff that enter the lake through several county and city storm drains. The upper lake often has seven feet of water before it overflows into the lower lake where waters are two to three feet deep. The lower lake and wetland area is dry during summer and fall, but has water in the spring. Water is sometimes added to the upper lake during the dry season. From the lake, water flows seasonally into Los Angeles Harbor's West Basin through a one-mile underground aqueduct. The lake currently has problems with street runoff introducing extensive debris into the area; intensive public use which degrades the water environment; and area industries which generate soil, water and air pollutants.

Water quality at the lake is poor and is rich in dissolved nutrients from urban runoff and organic waste. High levels of phosphorus from fertilizer runoff has also stimulated algae growth, leading to the depletion of dissolved oxygen. The lack of oxygen leads to fish kills. The aeration system that was constructed in the 1980's is not in operation. Total dissolved solids is often high due to runoff from urban areas around the park. Trace organic materials, pesticides, and trace metals (copper and lead) have been detected in water and fish at the lake since 1983. Flooding and inundation is discussed in the Safety Element (Section 6).

## **Water Quality**

As required, watershed and storm water management considerations (standards, programs, etc.) in accordance with the NPDES program have been included in the General Plan.

The City has adopted a Water Efficient Landscape Ordinance which requires water conservation practices in landscape irrigation for new public and private developments.

## **Vegetation and Wildlife**

The City of Lomita is urbanized and plant life commonly consists of nonnative, introduced, exotic and ornamental species which are used for landscaping. Yard and parkway trees found in the City include eucalyptus, canary island pine, ficus, elm, olive, ash, sweet gum (liquidambar), and queen palm trees. Animal life in the City of Lomita includes sparrows, starlings, doves, blackbirds, sparrows, crows, lizards, snails, rats, opossums, raccoons, skunks, squirrels, insects, and other urban species.

The California Department of Fish and Game maintains a listing (State and Federal) of endangered, rare, threatened and sensitive plants and animals that warrant protection by the scientific community. The Natural Diversity Database summarizes past biological surveys which have identified sensitive species. Review of the database indicated that sensitive plant and animal species have been found within the City boundaries and the surrounding area. Table 5-2 summarizes the results of the database investigation and Exhibit 5-4 shows the location of sensitive species.

This database is not intended to replace the environmental review for individual projects nor does the database constitute official environmental review by the Department of Fish Game. Additional field surveys for individual projects may be warranted, especially if the project site is located in an area that has experienced little or no disturbance.




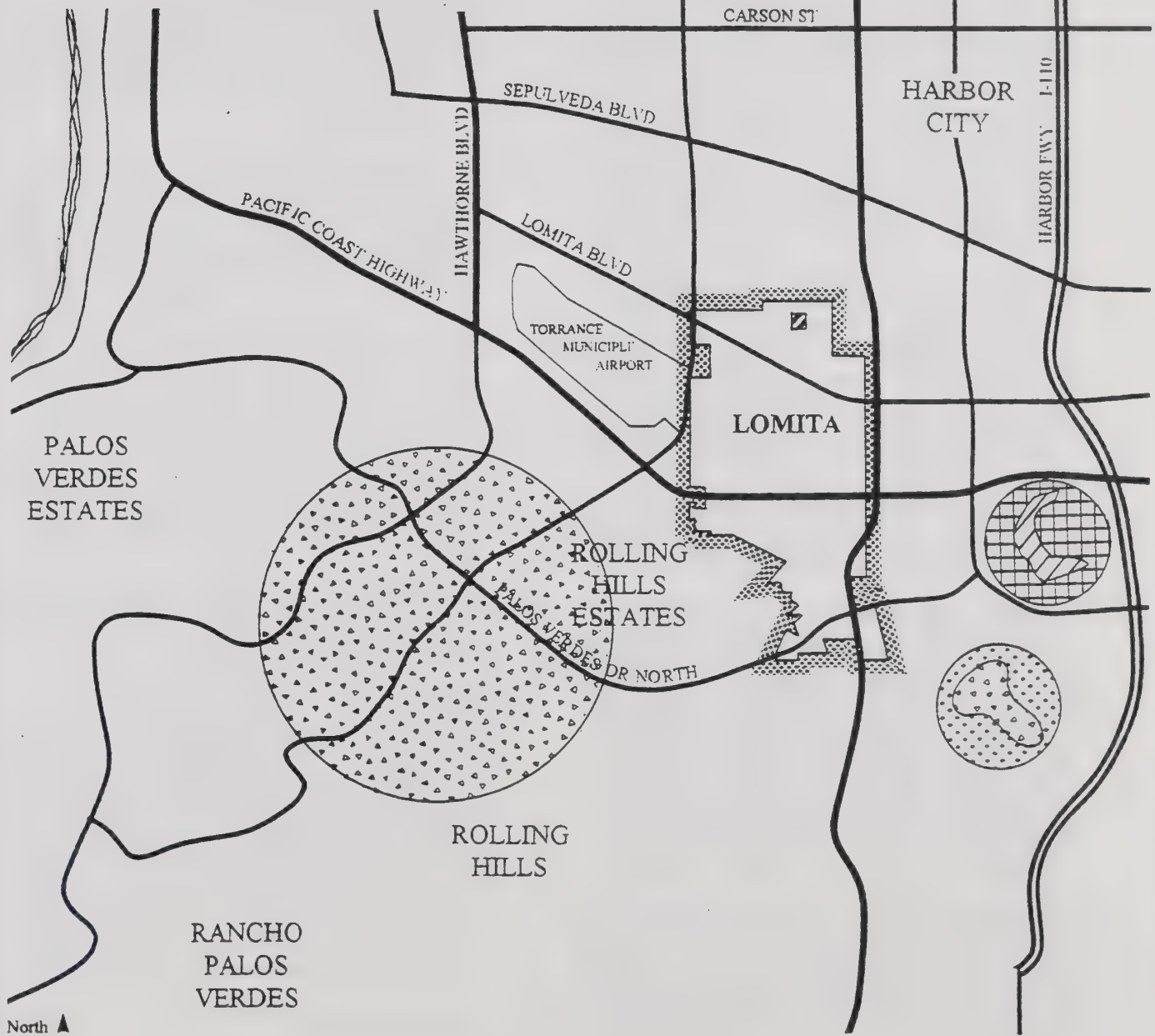
**Table 5-2**  
**Sensitive Species**

1. State Ranking 2. Federal Ranking	Site Location	Presence
<b>San Diego Horned Lizard</b> ( <i>Phrynosoma Coronatum</i> Blainvillei)		
1. S2.S3 2. Cand. 2	El Nido on friable, rocky or shallow sandy soils	Extirpated
1. State Ranking 2. Federal Ranking	Site Location	Presence
<b>California Least Tern</b> ( <i>Sterna Antillarum</i> Browni)		
1. Endangered 2. Endangered	Terminal Island & Harbor Lake @ Harbor Park on marsh & swamp habitat	Presumed Extant
<b>California Gnatcatcher</b> ( <i>Poliopitila Californica</i> )		
1. S2 2. Threatened	Sunnyridge Road & Crest Rd, on low coastal sage scrub	Presumed Extant
<b>Tri-colored Blackbird</b> ( <i>Agelaius Tricolor</i> )		
1. S2 2. Cand. 2	Harbor Lake near marshy areas with cattails and tules	Presumed Extant
<b>Sandy Beach Tiger Beetle</b> ( <i>Cicindela Hirticollis</i> Gravida)		
1. S1 2. Cand. 2	Redondo Beach & Terminal Island, on clean, dry, light-colored sand	Extirpated
<b>Monarch Butterfly</b> ( <i>Danaus Plexippus</i> )		
1. S3 2. None	Wilderness Park, in tree groves with nectar and water sources nearby	Presumed Extant
<b>Palos Verdes Blue Butterfly</b> ( <i>Glaucopsyche Lygdamus</i> Palosverdesensis)		
1. S1 2. Endangered	Seacrest Rd/Crenshaw Blvd, Altamira and Portuguese canyons, San Pedro Hill, Navy Fuel Depot on locoweeds	Presumed Extant at DOD Fuel Depot

1. State Ranking 2. Federal Ranking	Site Location	Presence
<b>Plants</b>		
<b>South Coast Saltscale</b> ( <i>Atriplex Pacifica</i> )		
1. S2.2 2. Cand. 2	San Pedro Hill on alkali soils	Presumed Extant
<b>Parish's Brittlescale</b> ( <i>Atriplex Parishii</i> )		
1. S1.1 2. Cand. 2	Redondo Beach, on drying alkali flats with fine soils	Presumed Extant
<b>Brand's Phacelia</b> ( <i>Phacelia Stellaris</i> )		
1. S1.1 2. None	Redondo Beach on open areas	Presumed Extant
<b>Mexican Flannelbush</b> ( <i>Fremontodendron Mexicanum</i> )		
1. S2.1 2. Proposed Endangered	Via del Monte, 1 mile from ocean, along borders of creeks or dry canyons	Possible Extirpated
<b>Ranking:</b>		
Cand. 2 = Candidate for Federal Listing, Category 2		
S1= < 6 elements or < 1,000 individuals or < 2,000 acres		
S1.1 = very threatened		
S2= 6-20 elements; 1,000-3,000 individuals; 2,000-10,000 acres		
S2.1 = very threatened		
S2.2 = threatened		
S3= 21-100 elements; 3,000-10,000 individuals or 10,000-50,000 acres		
Uncertainty about the rank may be expressed as a range of values. S2.S3 means the rank is something between S2 and S3.		
Source: Department of Fish & Game, Natural Diversity Database, 1997.		



-  CALIFORNIA LEAST TERN
-  CALIFORNIA GNATCATCHER
-  TRICOLORED BLACKBIRD
-  PALOS VERDES BLUE BUTTERFLY
-  WESTERN SPADEFOOT TOAD



## EXHIBIT 5-4 SENSITIVE SPECIES

Source: Blodgett/Baylosis Associates

The Palos Verdes Blue Butterfly is a small blue butterfly which is considered an Endangered Species by the U.S. Fish and Wildlife Service. This butterfly was found in the Palos Verdes Peninsula from 1976 to 1986. During this time, road and housing construction, park development, off-road vehicle use, and weed abatement have led to the destruction of the remaining colonies in the area. The species was presumed to be extinct but the Fish and Wildlife Service hoped that the Palos Verdes Blue Butterfly will come alive after lying dormant for years, as some species of moths are known to do. In 1994, the Palos Verdes Butterfly was found at the U.S. Navy's fuel depot at Western Avenue and Palos Verdes Drive North. Some 200 butterflies or more are estimated to be inhabiting the tank site at this time.

While not yet included in the database, the Western Spadefoot Toad (*Scaphiopus Hammondi*) has been found at a seasonal pool in Lomita, between Narbonne and Eshelman Avenues on 242nd Street. The site is a vacant lot surrounded by urban development. In addition to the toad, a native species of salt grass (*Distichlis spicata*) was also found at the site. The pool contained plant species found in seasonal pools and may represent one of the last remnants of vernal pools historically found throughout the Los Angeles Basin.

The Western Spadefoot toad is a California Species of Special Concern since its presence in southern California is all but extinct. The Western Spadefoot toad may be found in vacant lots, backyards, and any open or fenced area with the potential for water pooling during the rainy season. The Western Spadefoot toad has also been found at Madrona Marsh. Potential relocation to Madrona Marsh should be considered to prevent adverse impacts to this sensitive species.

Subsequent surveys at the seasonal pool have led to the siting of the Fairy Shrimp (*Brachinecta mackini*). While this fairy shrimp is not a federally listed species, their presence may indicate other types of fairy shrimp (that are threatened or endangered species) are also present at the pool. Ongoing biological studies will be conducted at this site.

## Air Quality

### Meteorology

The City of Lomita is located in the southwestern portion of the South Coast Air Basin of California. The basin covers approximately 6,600 square miles, encompassing Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The air basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east.

The Los Angeles coastal plain has a Mediterranean climate, characterized by warm summers, mild winters, infrequent rainfall, moderate daytime onshore breezes, and moderate humidities. Variations in rainfall, temperatures, and localized winds occur throughout the Basin due to the presence of various mountains and hills inland and the Pacific Ocean on the west. Rain also varies seasonally. Summers are often dry and four to five months can pass with no rain. In the winter, occasional storms often bring rain. Winters are cold but frost is rare, as temperatures seldom fall below 28°F. The annual average daytime temperatures in Lomita range from 44 to 63° F in winter and from 60 to 85°F in summer, with temperatures sometimes reaching 100°F during the summer months. Annual rainfall in Lomita is 12 inches and occurs almost exclusively from late October to early April.

The City of Lomita is located approximately 3.0 miles from the Pacific Ocean and thus, enjoys the moderating influences of the coast. From ½ to ⅓ of all days in the year are clear in the City. Sea breezes come from the west and have an average speed of 6.5 miles per hour. Seacoast fog and warm marine air from the open sea keep the climate comfortable throughout the summer days when temperatures are high. Spring days may be cloudy due to the presence of high fog, although summers are warmer than along the coast.

### Local Air Quality

Air quality within the South Coast Air Basin has shown a gradual and steady improvement over past decades. This improvement in the region's overall air quality may be attributed to a number of factors, including improved emissions controls on automobiles, the elimination of many stationary



sources of air pollution, the improvement in stationary emissions controls, and the successful implementation of a range of measures designed to reduce both stationary and mobile emissions.

In 1995, ozone levels peaked at 0.26 parts per million (ppm), the lowest level since the SCAQMD was established. During 1995, there were only 14 *Stage I* episodes, also the lowest number since the early 1970's, when the California Air Resources Board established the program designed to alert the region about poor air quality. Nitrogen dioxide met the Federal clean air standards for the third year in a row, thus qualifying the Basin for "attainment status." Annual average PM<sub>10</sub> levels are nearly 25 percent lower than a decade ago at the highest PM<sub>10</sub> site in the metropolitan Riverside County area. In spite of these improvements, Southern California still experiences the worst air quality in the nation.

The 1997 Air Quality Management Plan (AQMP) builds upon previous planning efforts undertaken to improve the region's air quality. The Plan updates the demonstration of attainment for ozone and carbon monoxide and includes a maintenance plan for nitrogen oxide (NO<sub>x</sub>). In addition, the Plan places an additional emphasis on the attainment of PM<sub>10</sub> standards.

The South Coast Air Quality Management District (SCAQMD) is a regional agency charged with the regulation of pollutant emissions and the maintenance of local air quality standards. The SCAQMD samples ambient air at scattered monitoring stations in and around the Basin. Ambient air quality in the City of Lomita is characterized by readings taken at the closest SCAQMD pollutant monitoring station in the City of Hawthorne. Table 5-3 lists the air quality readings at the Hawthorne station from 1994 through 1996.

**Table 5-3**  
**Air Monitoring Station Readings**

Pollutant	1994	1995	1996
<b>Carbon Monoxide (CO)</b>			
Max. 1-hr conc.(ppm)	14.0	11.0	13.0
Max. 8-hr conc.(ppm)	12.0	8.9	11.6
No. days federal std. exceeded	5	0	5
No. days state std. exceeded	8	0	0
<b>Ozone (O<sub>3</sub>)</b>			
Max. 1-hr conc.(ppm)	0.11	0.12	0.13
No. days federal std. exceeded	0	0	1
No. days state std. exceeded	3	3	8
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>			
Max. 1-hr conc.(ppm)	0.22	0.18	0.15
No. days federal std. exceeded	0	0	0
No. days state std. exceeded	0	0	0
<b>Sulfur Dioxide (SO<sub>2</sub>)</b>			
Max. 1-hr conc.(ppm)	0.04	0.06	0.06
No. days federal std. exceeded	0	0	0
No. days state std. exceeded	0	0	0
<b>Suspended Particulates (PM<sub>10</sub>)</b>			
Max. 24-hour conc.(ug/m <sup>3</sup> )	81	136	107
% samples exceeding federal std.	0.0%	0.0%	0.0%
% samples exceeding state std.	18.0%	13.8%	8.3%

ppm = parts per million

ug/m<sup>3</sup> = micrograms per cubic meter

Source: SCAQMD Air Quality Data, 1994 - 1996.

As shown, air quality in the Lomita area exceeds ambient air quality standards for carbon monoxide, ozone, and suspended particulates. Local sources of air pollution in Lomita consist mainly of vehicle trips to, through and from the City. As a residential community, most of the trips in the City are home-based trips. Commercial uses along major roadways generate largely work-based trips. Traffic on Pacific Coast Highway generates the majority of mobile source air pollution in the City. Stationary sources include equipment and appliances used in the commercial and industrial establishments in the City. While Lomita enjoys the good air quality provided by the wind breeze along the coast, adjacent oil refineries in the Carson-Wilmington area are a source of stationary emissions.

Wind flow patterns affect air quality by directing pollutants downwind of their sources. Local meteorological conditions (such as light winds and shallow vertical mixing) and topographical features (such as the surrounding Palos Verdes Hills)



create areas of high pollutant concentrations by hindering dispersal. Temperature inversions are created by a semi-permanent subtropical high pressure cell over the Pacific Ocean, by trapping cool air near the ground with warm air from the ocean. This hampers dispersion by trapping air pollutants in a limited atmospheric volume near the ground. During summer, sunshine provides the energy for photochemical reactions between nitrogen oxides and reactive organic compounds which form ozone. Because of the long time period required to form ozone in the atmosphere, ozone concentrations are largely determined by transport patterns.

With southerly and westerly winds occurring on most days in Lomita, the ozone transport route into the City is from sources to the west and south. In turn, ozone pollutants emitted in Lomita are most likely to contribute to ozone levels in areas east and northeast of the City, such as the surrounding South Bay cities.

In the winter, temperature inversions occur close to ground level during the night and early morning hours. Thus, carbon monoxide and nitrogen oxide concentrations are highest during these times. Carbon monoxide transport is also limited by light wind speeds. Since carbon monoxide is produced primarily from automobile exhaust, the highest concentrations are found in areas with heavy traffic, such as Pacific Coast Highway.

Under the prevailing wind conditions, emissions generated in the City of Lomita are dispersed to the east and northeast during the day, and slowly drift southwest or south at night. Local emissions contribute to regional ozone concentrations downwind, but can, under stagnant meteorological conditions, add to localized levels of ozone and other pollutants.

### **Parks and Recreational Facilities**

Parks and recreational facilities in Lomita consist of public City parks, school playgrounds, private recreational facilities within the City, public and private parks within the neighboring cities and surrounding areas, and nearby beaches.

#### **City Parks**

Recreational facilities in the City of Lomita include four city parks and a multipurpose center. These

facilities occupy approximately 9.4 acres. Table 5-4 lists these parks and their locations are shown in Exhibit 5-5.

In addition to City parks, school playgrounds are also available for public use after school hours. These schools provide open fields for baseball, soccer and football, basketball courts, tot lots, and other game courts for public use.

The City charges a park and recreation facilities tax for the acquisition, improvement, expansion and maintenance of public park, playground and/or recreation facilities. Every dwelling unit created by new construction, modification of existing structures, replacement or relocation is subject to a fee of \$300.00 per unit. In addition, the Quimby Act allows cities to require the dedication of open space or parkland from new residential subdivision developments or to pay an in-lieu fee for the provision of recreational facilities to serve the project.

**Table 5-4  
City Parks**

Park/Address	Acres	Facilities
<b>Lomita Park/Recreation Ctr</b> 24428 Eshelman Avenue	8.0	Gym, MPC, baseball diamond, tennis crts, tot lot wading pool, picnic area
<b>Hathaway Park</b> 25600 Pennsylvania Avenue	1.0	Basketball court, volleyball court & tot lot
<b>Railroad Museum &amp; Annex</b> 2135 250th Street	0.2	Museum, picnic area
<b>Veterans Memorial Park</b> Walnut and 257th Street	0.1	Grass area
<b>Metro Park</b> 26339 Oak Street	0.1	Grass area
<b>Schools</b>		
Eshelman ES	2.7	
Lomita ES	2.4	
Fleming JHS	8.1	
Narbonne HS*	7.8	

\* outside City

Source: City of Lomita General Plan, 1974.

The City of Lomita requires land dedication equivalent to 1.5 acres per 1,000 residents within a development of 50 parcels or more or an in-lieu fee equivalent to the land dedication cost for projects with less than 50 parcels.

### ***Bikeways and Trails***

A bike route (Class 1 bikeway) is a dedicated right-of-way for bicycles; typically fenced with access limited to designated points. A bike lane (Class 2 bikeway) is a restricted right-of-way for bicycles, often designated by a painted line and signs on the road. Vehicles only use this lane to make turns and to park. A bike route (Class 3 bikeway) is a vehicle travel lane on the roadway shared by bikes and motor vehicles and designated by signs only. This bikeway informs motorists of the preferred cycling route. A mountain bike trail is an off-road trail in rugged mountain terrain. This trail utilizes open, maintained fire roads. Mountain bike trails are used by bicyclists, hikers and equestrians. The regional bike trail through the Palos Verdes Peninsula runs through the southern section of Lomita at Palos Verdes Drive North. A bike route also runs along Pacific Coast Highway west of Lomita, but does not extend into the City. The bike lane on Lomita Boulevard runs from Hawthorne Boulevard to Crenshaw Boulevard, west of Lomita. Exhibit 4-6 shows the regional bikeway network in the City.

### ***Adjacent Recreational Facilities***

Aside from city parks and schools in Lomita, there are several nearby parks which are used by residents. These include the South Coast Botanical Garden at 26300 Crenshaw Boulevard, the Charles Wilson Community Park, the Madrona Marsh Nature Preserve, the Harbor Regional Park at Pacific Coast Highway and the SR-110 Freeway and other public parks in the surrounding areas. Facilities at nearby parks are listed in Table 5-5.

**Table 5-5**  
**Regional Parks**

<b>Name</b>	<b>Size</b>	<b>Facilities</b>
South Coast Botanical Garden	87 acres	Garden
Harbor Regional Park	230 acres	Lake, picnic areas, tot lot, open fields
Charles Wilson Park	42 acres	Pond, picnic areas, baseball diamond, open fields, tot lot, hockey rink, game courts
Madrona Marsh Nature Preserve	50 acres	Marshland and Sand dunes

*Source: City of Lomita. 1998*

### ***Scenic Highways***

Pacific Coast Highway was formerly known as Wilmington and Redondo Road and is State Highway 1. Lomita Boulevard is a major highway, Western Avenue is a state highway and Eshelman and Narbonne Avenues are secondary highways. Crenshaw Boulevard is a major highway serving the Palos Verdes Peninsula. There are no state-designated scenic highways in Lomita or near the City.

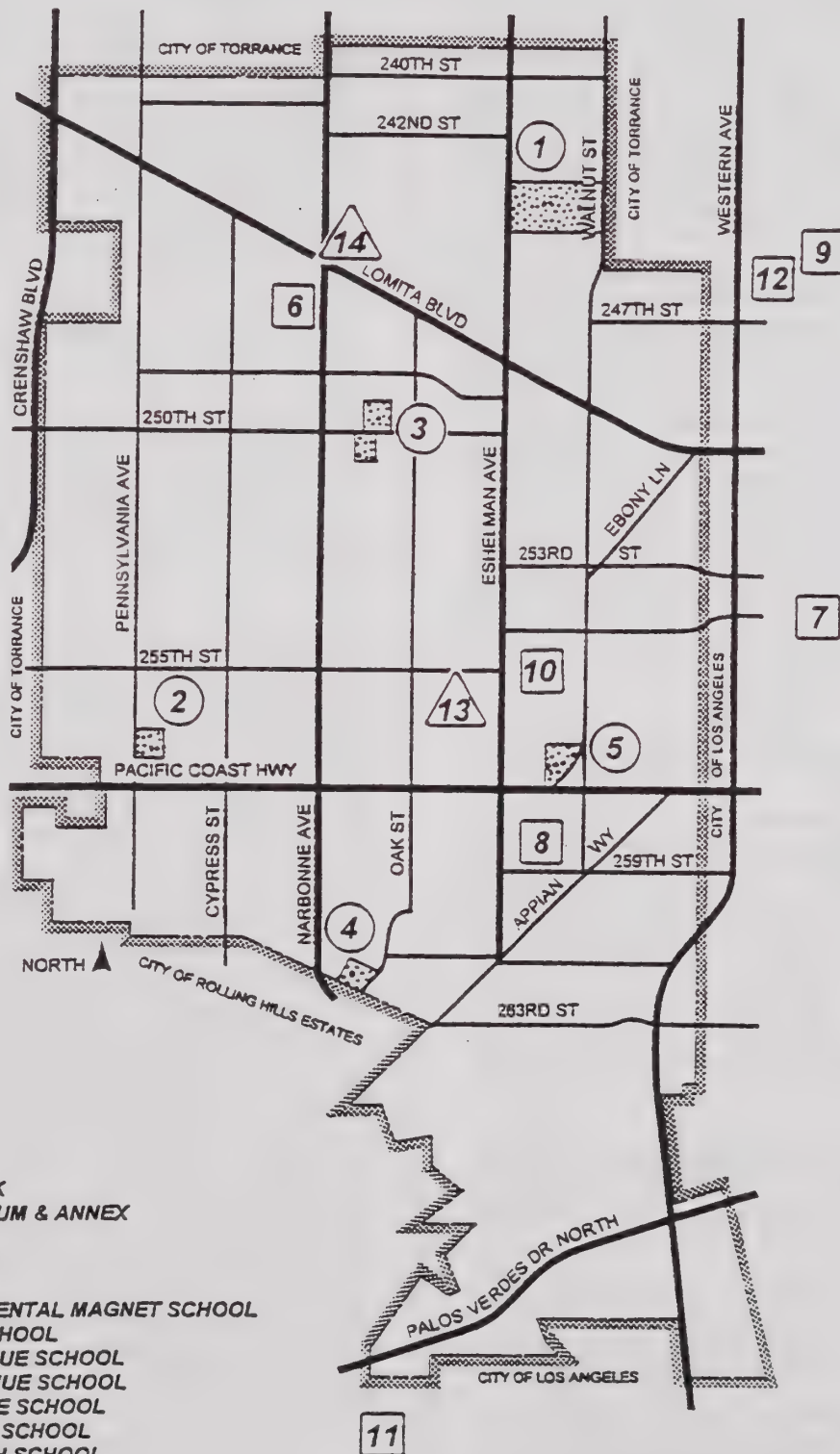
The southern section of the City is located on the Palos Verdes Hills and offers potential scenic drives. The County of Los Angeles has designated Palos Verdes Drive North and Palos Verdes Drive East as second priority highways. The Palos Verdes Drive South and Palos Verdes Drive West are part of the Malibu to Long Beach scenic route under the County's system.

Palos Verdes Drive East, an extension of Narbonne Avenue south of Lomita, acts as an entrance to the Palos Verdes Drive South scenic highway but is not considered as a potential scenic highway. Palos Verdes Drive North adjacent and parallel to the City's southern boundary is not considered a scenic highway but serves as a gateway to the Peninsula Circle Scenic Corridor.

The City complements the scenic highways in the Peninsula by regulating land uses along this gateway system (Palos Verdes Drive North and Palos Verdes Drive East) through utility line undergrounding, generous setbacks, and open space requirements along Narbonne Avenue and Palos Verdes Drive North. Also, outdoor advertising along these roadways are controlled.

The City's Zoning Ordinance regulates development on the residential lots south of Pacific Coast Highway through a height limit of 16 feet. Building heights or renovations that would exceed this limit are required to apply for a height variation permit to determine if the project will result in an obstruction of a significant view.





**PARKS**

- 1-LOMITA PARK
- 2-HATHAWAY PARK
- 3-RAILROAD MUSEUM & ANNEX
- 4-METRO PARK
- 5-VETERANS PARK

**SCHOOLS**

- 6-LOMITA FUNDAMENTAL MAGNET SCHOOL
- 7-HARBOR CITY SCHOOL
- 8-ESHELMAN AVENUE SCHOOL
- 9-PRESIDENT AVENUE SCHOOL
- 10-FLEMING MIDDLE SCHOOL
- 11-DODSON MIDDLE SCHOOL
- 12-NARBONNE HIGH SCHOOL
- 13-SAINT MARGARET MARY SCHOOL
- 14-CHABAD OF SOUTH BAY

**EXHIBIT 5-5  
PARKS IN THE CITY**

Source: Blodgett/Baylosis Associates



## Cultural Resources

Available geologic evidence shows that 15 million years ago, the Palos Verdes Peninsula and other low hills in the coastal plain were submerged beneath the Pacific Ocean. A rim of mountains progressively uplifted and through the years of geological uplift, erosion and deposition, the various hills emerged. During the process of repeated submersion and uplift, sediments of marine and land origin could be found at the same places. Incremental uplift of the land and continuous erosion by ocean waves created the present physiography of the coastal plain.

Marine fossils have been found 10 to 30 feet below the ground surface in the coastal plain. At the same time, fresh water fossils have also been found near Dominguez Creek. Other land mammals have been uncovered in scattered areas of the coastal plain. This indicates that there have been significant changes in water levels within the area near the San Pedro Bay, as well as large portions of the coastal plain. The City of Lomita and surrounding areas may have been submerged in water through different periods of time in the last million years. Sea shells were found at a ravine near the banks of Machado Lake, 1.5 miles southeast of Lomita, and date back 100,000 years. This provides further evidence that the area was once part of an ocean beach or tidal wetland.

The evolution of man in California can be traced back to the emigration from the Great Basin of the Shoshonean family, relatives of the Hopi Indians. The Shoshonean people began migrating to California about 500 B.C.. Gradually over a thousand years, these people began to form different tribes with unique political, social and religious practices.

San Pedro Bay is known to have been inhabited by the tribes of the Gabrieliño or Canaliño Indians. The Gabrieliños were peaceful Indians who lived as seafarers, fishermen and traders. They lived in circular huts constructed of tule or grass. Their political structure may be described as a limited monarchy. Families or clans lived together in a village and the village chief was the leader of the dominant clan. Religious and social practices were strictly observed.

Several indian villages are believed to have occupied the Los Angeles coastal plain. Most

village sites were near to a supply of water and safe from winter floods. These villages are known as the Suangna (place of rushes), Masaungna (located near lake), Xuxungna, Kingkingna, Tsauvingna, Harasngna, Ataviangna, and Munikangna. An Indian village of the Suangna Indians existed as late as the 1850's in the Lomita area.

In 1784, the Palos Verdes and San Pedro areas became the 75,000 acre Rancho San Pedro, which was granted to Juan Jose Dominguez for army services rendered to Mexico. The Sepulvedas were allowed to graze livestock on the hilly areas in the early 1800's. The Sepulveda and Dominguez families fought over the land and in 1834, the property was divided with the Sepulvedas getting the Palos Verdes area and the Dominguez's getting the rest of the ranch (Rancho San Pedro).

With the drought from 1862 to 1864, delinquent taxes from ranch owners led to further partitioning of the land. By 1882, the City now occupied by Lomita was owned by Nathaniel Narbonne and Mr. Weston.

The City of Lomita looked like "little hills" from the Palos Verdes Hills and was thus, named the "Lomita" Subdivision by the W.I. Hollingsworth Company in 1907. Then, the Lomita Subdivision consisted of seven square miles of residential tracts. Lots sold for \$200 per lot, with larger parcels costing \$400 to \$600 an acre. Four wells provided water service to the area. Streets were named from various states and trees and fruits. In 1908, a small school was constructed. A general store with a post office and other businesses soon followed. In 1909, churches were built and in 1920, the Bank of Lomita was formed. The City was then known as the Celery Capital of the World.

In 1923, oil was discovered while drilling for water and an oil boom in the area led to the conversion of 5,000 acres into oil drilling land. Lots originally valued at \$330 to \$400 sold for \$35,000. Rapid growth occurred in Lomita with the boom and egg ranches, fruit orchards and agricultural uses formed the community. Lomita became the center for the surrounding agricultural and mineral extraction areas in the South Bay area.

Over time, portions of the Lomita Subdivision annexed to adjacent cities. After 57 annexations of 155 parcels on all sides of the Lomita Subdivision, by 1963, only 1.87 square miles of the original Lomita Subdivision remained. The Committee for Incorporation then formed a petition and in 1964, the residents voted for incorporation. Lomita became the 76th City in the County. The City was a general law city with a Council-Administrator form of government. No property taxes were imposed and most of the services were contracted from the County of Los Angeles. The City annexed land to the southeast is now covers 1.97 square miles.

### ***Paleontological Resources***

Sedimentary rock units may be expected to produce fossils. These potential fossil-bearing formations include the Miocene-age Monterey or Repetto Formation (9 to 12 million years ago), Late Pliocene Fernando Formation (2.5 to 5 million years ago), Pleistocene Palos Verdes Sand and other surficial Quaternary sediments. The Monterey or Repetto Formation is comprised of marine sediments and is moderately fossiliferous. Fossils of whales, fishes, dolphins, sea lions, and sea mammals have been found in this formation in the Torrance and Redondo Beach areas. The Topanga Formation which underlies the Monterey Formation is also known to produce the same fossils.

The Fernando Formation is a marine sedimentary deposit and is moderately fossiliferous. Quaternary deposits have produced a variety of vertebrate fossils. Fossils of whales, birds, bison, camels, sharks, bony fishes, horses and other marine and terrestrial vertebrates have been found in these deposits in the Torrance area.

The San Pedro Sandstone, which underlies most of Lomita, is regionally known to contain marine invertebrate and vertebrate fossils. Terrestrial and marine vertebrates and birds have been found in this formation in the Newport area.

Since the majority of the City is developed, it is unlikely that archaeological and paleontological resources have remained undisturbed in Lomita. Although, future redevelopment activities may lead to more extensive excavation which could lead to the discovery of paleontological resources in Lomita.

### ***Archaeological Resources***

Records from UCLA's Archaeological Information Center show that there are numerous prehistoric sites near Lomita. Table 5.6 lists important sites and site surveys undertaken near Lomita. Information on other investigations are unavailable, thus, have been left out of the table.

The prehistoric sites near Lomita contain a variety of artifacts such as leaf-shaped point, crude leaf-shaped biface, flaked artifacts, mortar fragment, pestle fragment with pitted grooves and asphaltum, biface fragments, metate fragments, chert cores, hammer stones, abalone shell with ground respiratory holes, and broken base of lanceolate shaped point.

Some sites are believed to have once been the site of an Indian village and burial ground covering several acres. A large number of mortars, pestles, points, metates, mano stones, chipping waste, fragments of human bones, olivella beads, sandstone bowls, and cog stones were unearthed during excavation and mining activities. Construction in the surrounding areas may have disturbed the burial grounds and artifacts.

### ***Historic Resources***

There are no historic sites or structures in the City of Lomita which have been designated in the National Register of Historic Places or the California Historical Landmarks List. The City of Lomita has one locally historic structure: the Lomita Railroad Museum.

The Lomita Museum, formerly known as the Martin Lewis Railroad Museum, is located at 2135 250th Street at Woodward Avenue. This museum was donated by Mrs. Irene Lewis in memory of her late husband and the museum contains a replica of a turn of the century railroad station and an old steam engine, tender and caboose. Miniature steam locomotives made by Mrs. Lewis' company (Little Engines) are also on display.

Structures of potential significance include Lomita Elementary School (administration building), the Old Fire House, and a number of older commercial buildings in the downtown area. In addition, a number of structures in the City are more than 50 years old and may be historically significant. These include older residential and commercial



structures throughout the City. The Office of Historic Preservation maintains a listing of potential historic structures in its Historic Property Data File.

**Table 5-6**  
**Archaeological Surveys**

Site Name and Address	Acres	Archaeological Site
Harbor Lake Restoration Project Area, LA County	13	CA-LAN-119, LAN-120, LAN-123, LAN-124, LAN-125, LAN-126, LAN-151
Knoll Hill Development	--	isolates
Shell Oil Inter-Refinery Pipelines Project, Carson	4	CA-LAN-98
Chandler Quarry	--	CA-LAN 110, Indian burial ground
Stabilization Unit 91, LA Refinery, Wilmington	3	CA-LAN-2135H
Redistillation & Topping Plant, Unocal Unit No. 67, Wilmington	--	CA-LAN-2135H
Wilmington, City of LA	--	CA-LAN-2208/H
U.S. Navy Fuel Depot	30	F, CA-LAN-118
Community of Wilmington (Torrance Quad), City of LA	5	CA-LAN-2208/H
Wilmington, City of LA	3	CA-LAN-2208/H
Joint Water Pollution Control Plant, Los Angeles County	150	None
2460 Frampton, Harbor City	2	None
Stonewood Gardens Urban West Dev't, San Pedro	130	Paleontologic sites
1041-1043 W. 252nd Street, Harbor City	--	None
Tent. Tract #25210, LA City	35	CA-LAN-774, LAN-775
Tent. Tract #32596, San Pedro	24	CA-LAN-286
NE Corner of Channel St & Park Western Dr, San Pedro	--	CA-LAN-284
Rolling Hills Country Club, Montecillo area, Palos Verdes Reservoir	--	Indian village
Hyperion Water Pollution Control Facilities, LA County	150	CA-ORA-761, ORA-762, ORA-244b
Joint Water Pollution Control Plan Expansion, Wilmington	--	None
Suang-Na Village Park	50	isolated flakes
Proposed Container Terminal, Berths 121-126, Port of LA	--	CA-LAN-149, LAN-150, LAN-285 (destroyed)
Rolling Hills Estates Park	--	Shell midden, stone artifacts
Two Areas, Port of LA	170	None
Tent. Tract #30490	2	
Lot 12, Blk 127, Tract #3555	5	None
Gaffey Street Project Site, LA	15	CA-LAN-118
Two Naval Family Housing Sites, U.S. Naval Station at Long Beach	73	isolated Historic Material (Pre 1914)

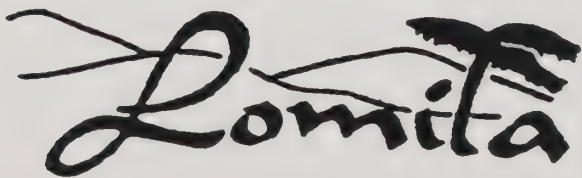
Source: UCLA Archaeology Information Center, 1997.



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# ***SAFETY ELEMENT***

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***City of Lomita***  
***General Plan***





## **INTRODUCTION TO THE SAFETY ELEMENT**

The Safety Element of the City of Lomita General Plan focuses on public safety through prevention and preparedness. The implementation of the policies outlined in this Element will assist in preventing or minimizing the potential for injury, damage and disruption resulting from natural or manmade emergencies. Public safety programs focus on the elimination or avoidance of hazards, emergency preparedness, and improved emergency response. The Safety Element outlines the public safety issues that will need to be considered as part of the implementation of land use and development policy provided for in this General Plan.

The Safety Element also establishes specific standards related to public safety. These standards serve as guidelines for future planning and land use decisions. The Safety Element maps the location of known hazards, evacuation routes, and indicates peak water supply requirements, standards for minimum road widths, clearances around structures, and other relevant safety standards.

### ***Relationship to General Plan***

The Safety Element is consistent with other elements of the General Plan, complementing the policies of related elements. The Circulation Element addresses transportation issues, which relates to the Safety Element in terms of emergency response and evacuation. Concerns related to public safety must also be considered in planning for future development in the City which, in turn, is the focus of the Land Use Element.

The Land Use Element is often referred to as the "most important general plan element." The Safety Element, however, is concerned with the health and welfare of those persons living, working, or visiting the City. The successful implementation of the Safety Element may result in a significant reduction in loss of life and injury in the event of a major disaster. A Safety Element is

a mandated element of the general plan, as required under Section 65302(g) of the California Government Code and the State Planning and Zoning Law, which states that:

*"A safety element (shall be required) for the protection of the community from any unreasonable risks associated with the effect of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mud slides and landslides, subsidence, and other geologic hazards known to the legislative body; flooding and wild land and urban fires. The safety element shall include the mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peak load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards."*

The Lomita Safety Element fulfills the above requirements. While the State law focuses on seismic risk, the Lomita Safety Element has a broader scope that considers a wide range of natural and manmade hazards that could affect the City in the future.

As stated previously, the City of Lomita Safety Element emphasizes the importance of emergency preparedness in reducing the potential for loss of life, injury, and property damage. An additional objective of the Safety Element is to implement programs that will help to avoid the creation of hazardous conditions in the first place. Finally, the Element underscores the City's commitment to provide the material and human resources needed to deal with future emergencies.

The Element consists of the following sections:

- ☐ The *Introduction to the Safety Element* provides an overview of the Element's scope and content.
- ☐ The *Safety Element Policies* are described in this section.
- ☐ The *Public Safety Plan* provides a framework for emergency preparedness along with the identification of evacuation routes, areas

where risks need to be considered in future planning, and standards related to safety.

- ☐ The *Background for Planning* section describes existing conditions relative to potential risks, emergency preparedness, and public safety.

## **SAFETY ELEMENT POLICIES**

The City of Lomita seeks to accomplish the following goals with the implementation of the policies and programs contained herein:

- ☐ To be prepared to assist in the provision of aid and comfort to those displaced or otherwise affected following a disaster;
- ☐ To increase public awareness regarding emergency preparedness and what to do in the event of a major earthquake; and
- ☐ To assist in the reduction of property damage, injury, or loss of life in the event of a major disaster.

The following policies, related to public safety, were developed by the General Plan Advisory Committee:

### **Safety Policy 1**

The City will assist in providing aid and in the restoration of services and business to a level that enables residents and businesses to return to normal activities as soon as possible following a natural or man-made disaster.

### **Safety Policy 2**

The City will develop and support a realistic emergency preparedness plan which would quickly become operational should the area be affected by a disaster.

### **Safety Policy 3**

The City will cooperate with public service providers to inform property owners regarding the potential fire and safety hazards that could affect buildings and structures.

### **Safety Policy 4**

The City will cooperate with public service providers to establish procedures and plans to minimize injuries and the possible loss of life, disruption of public services, and damage to or destruction of property, associated with major disasters.

### **Safety Policy 5**

The City will work with qualified geologists and engineers to develop a base of information concerning geologic hazards which must be considered at the earliest possible point in the review of future development proposals.

### **Safety Policy 6**

The City will cooperate in the conduct of public safety education information programs, focusing on natural and man-made hazards; the prevention of and safety programs; and the appropriate preparation for, and reaction to, local or regional disasters.

### **Safety Policy 7**

The City will strive to minimize the number of existing structures and conditions that represent seismic, fire, and safety hazards through the enforcement of building codes.

### **Safety Policy 8**

The City will require geologic reports as a prerequisite to the issuance of building permits for major structures for those areas where known or suspected geologic hazards are present.

### **Safety Policy 9**

The City will consider geologic and seismic data to guide in the placement and development of essential public structures such as schools, police and fire facilities, hospitals, and other types of critical installations.

### **Safety Policy 10**

The City will support the ongoing efforts of the Safety Commission, including, but not limited to, the Neighborhood Watch, Bird Dog Program, etc.

### **Safety Policy 11**

The City will review existing water infrastructure and supplies needed in the event of natural disasters and work to correct any deficiencies.



**Safety Policy 12**

The City will continue to work with the Torrance Airport and review all applicable development and planning proposals to ensure the public's safety is not compromised.

**Safety Policy 13**

The City will develop lighting standards appropriate for public safety.

**Safety Policy 14**

The City will keep abreast of current law enforcement issues and work with the Los Angeles County Sheriff's Department to identify appropriate solutions.

**Safety Policy 15**

The City will continue to support the enforcement of regulations concerning safe vehicle operation (drunk driving, unregistered vehicle, etc.).

**Safety Policy 16**

The City will, through planning and code enforcement, strive to ensure that pedestrian walkways are unobscured and maintained.

**Safety Policy 17**

The City of Lomita will continue to support and foster a dialog with the four hill cities to consider the formation of cooperative agreements in areas of public safety, emergency response, and public services (Community Service Officer, Neighborhood Watch, etc.).

**Safety Policy 18**

The City will seek to avoid or minimize the seismic risk to existing developed areas and new and redeveloping areas of the City by carefully designating land uses and requiring special building design (in accordance with the latest adopted Uniform Building Code) in identified fault zones and in areas subject to geologic hazards and risk.

**Safety Policy 19**

The City will require developers to provide appropriate measures to mitigate potential problems and risk relative to terrain, soils, slope stability and erosion in order to reduce hazards.

**Safety Policy 20**

The City will strive to identify structures and land uses which are located in areas prone to flooding and identify appropriate mitigation.

**Safety Policy 21**

The City will provide public safety education and information, focusing on potential hazards in the City, the prevention of life or property-threatening events, and the appropriate preparation and reaction in the event of an emergency.

**Safety Policy 22**

The City will evaluate and consider strategies to provide cost-effective levels of emergency services for City residents, businesses, and visitors.

**Safety Policy 23**

The City will strive to provide a five minute or less response time in at least 80 percent of the calls for service.

**Safety Policy 24**

The City will work to reduce the potential for loss of life and property in Lomita due to natural, technical, and civil disasters by maintaining an optimum state of preparedness in the event of a community-wide disaster.

**Safety Policy 25**

The City will review future development and redevelopment for compliance with City codes for adequate protection of public health and safety.

**Safety Policy 26**

Coordination among City officials, and between City officials and other agencies that provide disaster response or relief services, will be promoted.

**Safety Policy 27**

The City will cooperate and coordinate with those agencies responsible for overseeing and/or regulating the transport of flammable gas/liquid distribution systems to ensure that adequate emergency plans are operational.

## PUBLIC SAFETY PLAN

### Evacuation Routes

Evacuation routes in the City include Pacific Coast Highway, Western Avenue, Narbonne Avenue, Lomita Boulevard., and Crenshaw Boulevard. A number of these routes lead directly to the SR-110 and the SR-405 freeways. The emergency evacuation routes are identified in Exhibit 6-1.

### Safety Standards

This section of the Safety Element contains standards related to fire protection and water delivery standards as well as those safety standards required of future development.

#### Fire Flow

To ensure emergency water supply throughout the City, new construction is required to meet specific fire flow standards. Fire flows for individual structures are calculated according to size of the structure (floor area), type of construction (wood, non-combustible, fire-resistive), building height, presence of sprinkler systems, distance between buildings, and type of use. The Los Angeles County Fire Department's Fire Prevention Bureau determines the minimum flows for new construction based on building plans and developers are responsible for providing adequate fire flows. This ensures that hydrant capacity is available to meet fire emergency needs of all developments.

The City of Lomita follows the County Fire Department Fire Code standards for fire flows and emergency access roads. Fire flows of 1,000 gallons per minute (gpm) to 5,000 gpm at 20 pounds per square inch (psi) of residual pressure for a duration of 2 to 5 hours is needed at residential and commercial uses, with hydrants every 300 to 600 feet, based on the type of occupancy.

**Table 6-1**  
**Fire Protection Standards**

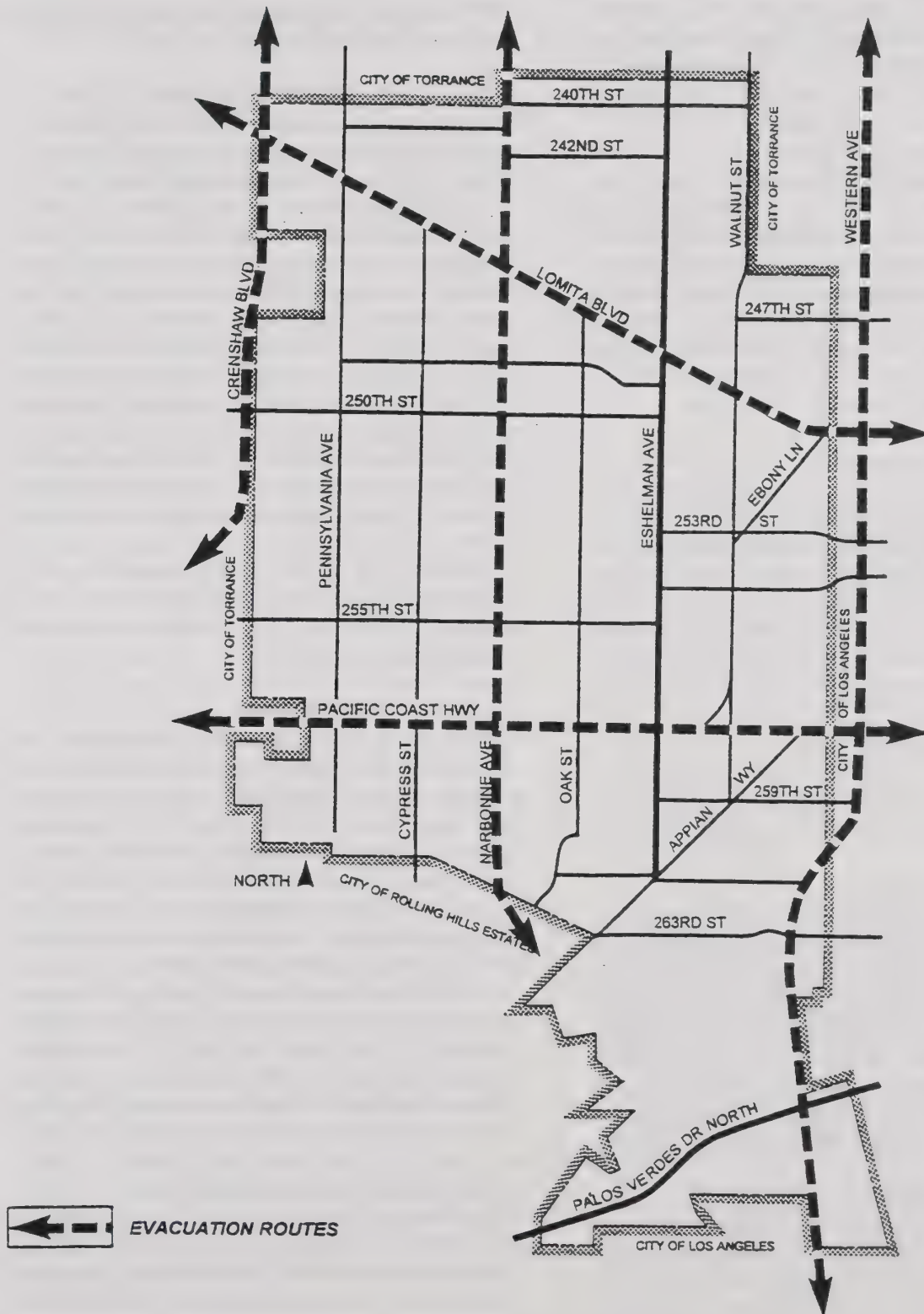
Development	Fire Flow (gpm)	Road Width (feet)	Access (Feet)	Turn Radius (Feet)
Single-Family	750-1250	20-26	150	32
Two-Family (Duplex)	1500	26-36	150	32
Mobile Home	1250	26-36	150	32
Multi-Family & Hotel	1000-5000	26-36	150	32
Schools	1000-5000	26-36	150	32
Commercial & Industrial	1000-5000	26-42	150	32

Source: Los Angeles County Fire Department Fire Code Standard No. 10207 (A) and (B) and Fire Prevention Regulation No. 8, Vol. 7, Chapter 1, Subject 8 - Fire Flow and Hydrant Standards.

The fire protection standards outlined in Table 6-1 are subject to the following conditions:

- ☐ Fire flow increases with building size (square feet) and/or lot coverage. Twenty pounds per square inch (psi) of residual pressure and 600 feet hydrant spacing is required for single family dwelling. Twenty pounds psi of residual pressure and 300 feet hydrant spacing is required for all other occupancies.
- ☐ Road width increases where parallel parking allowances, hydrant requirements, or aerial fire suppression requirements indicate the need.
- ☐ A minimum of 20 feet private road width is permitted only if life safety is not jeopardized, topography, or lot shape/dimensions are constraints, and the Fire Department grants discretionary approval.
- ☐ A paved access is required if any portion of the first floor building exterior is more than 150 feet from a public vehicle access (private driveway, bridge, alley).

Final fire flow will be based on the size of the



**EXHIBIT 6-1**  
**EVACUATION ROUTES**

Source: Blodgett/Baylosis Associates



building, its relationship to adjacent structures and the type of construction. Table 6-1 summarizes the minimum fire flow and access standards for new development.

### ***Peak Load Water Supply***

The water system must be capable of supplying adequate quantities of water for firefighting purposes, in addition to the daily supply for domestic demand in the area. Adequate reservoir capacity is determined by the availability of water for peak day supply plus fireflow requirements. Generally, peak day supply is twice the average day demand and total fireflow requirements are estimated by the population of the area.

### ***Emergency Access***

The provision of adequate roadway widths will facilitate emergency response during a disaster. The City supports fire access standards that have been established by the County Fire Department to ensure access for firefighting equipment to all areas of the City. These standards are also provided in Table 6-1 for various types of land uses.

### ***Safety Programs***

The following programs will be either continued or implemented as part of this General Plan.

#### ***Building Code Review***

The City will periodically review, and if necessary, modify the Uniform Building Code (UBC) to reflect current technology and regulations. Procedures for the periodic review of the UBC will be identified by the Community Development Director. Review will be undertaken by designated individuals to identify appropriate changes that should be considered. Following this review, amendments to the City's Building Code will be made, as required.

#### ***Code Enforcement***

A significant cause of damage, injury, and loss of life to fire involves unsafe structures with poor or obsolete wiring or construction materials. The Building Code contains regulations regarding construction techniques and materials which may be effective in eliminating or reducing the spread of fire. For this reason, ongoing code enforcement

efforts are an important implementation program within the Safety Element.

### ***Disaster Response Database***

The City acknowledges that in the event of a major earthquake or other major disaster, persons living or working in Lomita may need to be self sufficient for up to 72 hours before the results of any major relief efforts are felt. As a result, the Safety Commission, as part of the development of the Safety Element, recommended a comprehensive program which would involve the identification of key personnel and resources in the City which would assist in relief efforts. A database would be created which would identify medical professionals, heavy equipment operators, and volunteers trained in first aid and search and rescue. The data base would identify other volunteers that would staff emergency collection centers, distribution centers, and otherwise assist in the recovery efforts. This information and the appropriate procedures would then be incorporated into the City's Emergency Preparedness Plan.

### ***Environmental Review***

The City shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for major projects and those that will have a potential to adversely impact the environment. Issue areas related to public safety that may be addressed in the environmental analysis includes: earth and geology, flood risk, risk of upset, and public services. In compliance with CEQA, the City shall also assign responsibilities for the verification of the implementation of mitigation measures. The City's environmental review procedures are in place.

### ***Emergency Preparedness Plan***

The City has a Multi-hazard Functional Plan which outlines responsibilities and procedures the City will follow in the event of an emergency or city-wide disaster. Specific emergency functions and operations, available resources (fire stations, emergency shelters, hospitals and clinics, resource persons, etc.), and mutual aid agreements are described in the Plan. The City

shall regularly update its Multi-Hazard Functional Plan for Emergency Operations.

### ***Fire Safety Development Review Program***

Certain design standards have been established by the City of Lomita and the Los Angeles County Fire Department to ensure the site planning and building design consider public safety and fire prevention. These standards include requirements governing emergency access, roadway widths, clearance around structures, location of fire lanes, fire flow, building materials, alarms, and fire suppression equipment. New development must conform to any applicable standards and regulations. All new development plans must be submitted to the Los Angeles County Fire Department for review and comment during the plan check process. These procedures shall be continued over the life of the plan.

### ***Fire Prevention***

The City shall work with the County Fire Department to promote fire prevention and fire safety programs. The City shall also encourage periodic inspections by the Fire Department of existing structures, for compliance with fire safety standards and practices. All new development plans must be submitted to the Fire Department for review and comment during the Plan Check process. This review must be completed for the development process to continue.

### ***Hazardous Materials Control***

The City shall continue to cooperate with County, State, and Federal agencies involved in the regulation of hazardous materials storage, use, and disposal. The City shall work with the Los Angeles County Fire Department in requiring hazardous materials users and generators to prepare safety procedures for responding to accidental spills and emergencies. The Los Angeles County Fire Department shall also work with local law enforcement officials in regulating the transport of hazardous materials through the City. The City will also continue to promote the safe disposal of "hazardous and toxic substances" used in private households through the support of "Hazardous Materials Collections" conducted at specific locations and times within the City. The City will continue to work with other agencies involved in the regulation of hazardous materials.

### ***Police & Fire Services Review***

The City shall regularly review the adequacy of law enforcement services and fire protection and emergency services in the City. This shall be part of the annual budget review of the contract with the County Sheriff's Department. The City shall work with the County Sheriff's Department and the Los Angeles County Fire Department to correct any identified deficiencies. Local law enforcement officials and the Los Angeles County Fire Department shall review proposed development plans. Annual reports concerning each Department will be submitted to the City Council for consideration.

## ***BACKGROUND FOR PLANNING***

This section of the Safety Element assesses natural and man-made hazards in the City of Lomita, including, but not limited to, earthquakes, landslides, fire, flood, dam inundation, and hazardous materials accidents. The report also provides a framework by which safety considerations are introduced into the land use planning process.

Many of the safety issues addressed in this background report are directly related to Southern California's geologic and seismic characteristics, while other issues are particular to the distinctive geologic and topographic setting of the southwestern part of Los Angeles County.

The City of Lomita is located at the northeastern foothills of the Palos Verdes Peninsula, at the southwestern corner of the Los Angeles basin. This area is underlain by Quaternary marine and non-marine terrace deposits of approximately 30 feet thick, which are overlain by fine to medium grained Pleistocene sands of the San Pedro formation. The San Pedro marine sand is fossiliferous and consists of generally fine to coarse-grained, light gray and medium dense to dense soils. Groundwater elevations are approximately 30 to 50 feet below the ground surface. The geologic structure underlying the



Lomita area consist of Pleistocene alluvium or marine deposits in the southeastern section, with Holocene stream channel alluvial fan, flood plain and dune deposits throughout the rest of the City.

### Seismic Hazards

Southern California is one of the most seismically active regions of the world, experiencing, on average, an earthquake of Magnitude 4 or greater every four years. Earthquakes could result in strong ground motions, surface rupture, and liquefaction in the City of Lomita.

The State of California, under the guidelines of the Alquist-Priolo Special Studies Act (Hart, 1990), classifies faults according to the following criteria: *Active faults* refer to those faults showing ground and/or surface displacement within the last 11,000 years (Holocene); and *Potentially active faults* refer to those faults showing evidence of movement within the last two million years (modified to 750,000 years by U.S. Geological Survey). *Inactive faults* are faults that have not moved in the last 11,000 years, as determined from direct geologic evidence, and are presumed to be inactive.

The State's definition of an active fault is designed to gauge the surface rupture potential of a fault, and is used to prevent development from being sited directly on the trace of an active fault. In general, potentially active faults are, relative to active faults, less likely to be the origin of a damaging earthquake. In reality, however, there is a gradation of seismic risk posed by potentially active and active faults.

Earthquakes are normally classified by severity according to their magnitude (as measured from seismographs), or their seismic intensity. The destructiveness of an earthquake at a particular location is commonly reported using a seismic intensity scale. Because the amount of destruction generally decreases in relation to distance from the epicenter, earthquakes are assigned several intensities, but only one magnitude. Seismic intensities are subjective classifications based on observations of damage caused by past earthquakes. The *Richter*

*magnitude* scale is the most commonly used scale to measure earthquake intensities.

The intensity of seismic ground shaking at any given location is a function of several factors, but primarily the magnitude of the earthquake, the distance from the epicenter to the planning area, and the local geologic and topographic conditions. The amount of damage is also controlled to a certain extent by the size, shape, age, and engineering characteristics of the affected structures.

### Earthquakes

The City of Lomita is located at the foot of the northeastern edge of the Palos Verdes Hills, within the South Bay area of the metropolitan Los Angeles region. The southerly portion of the City consists of a small section of hillsides, although the majority of the City is located within the flatland of the Los Angeles coastal plain.

The City of Lomita is located within the gently rolling plain, just northeast of the Palos Verdes Hills. This area is bounded by two of the most active faults in southern California, the Palos Verdes fault on the south and the Newport-Inglewood fault on the northeast. The Palos Verdes Fault zone runs along the northeastern section of the Palos Verdes Hills and crosses the southern tip of the City of Lomita. The Newport-Inglewood fault is located five miles from the City. The Torrance-Wilmington Fault is also located northeast of the City.

These faults have the potential for generating earthquakes that would result in strong ground shaking, and perhaps even surface rupture in the City. Strong shaking can result in liquefaction, landslides, or structural damage. Strong ground motion can also set into motion other hazards such as fire, hazardous materials accidents, or dam failure. Other nearby faults include the Cabrillo, Redondo Canyon, and San Pedro Basin faults. In addition to these faults, several anticlines and synclines are located in and near the City.

Table 6-2 lists the relative likelihood of major earthquakes occurring on some of the active and potentially active faults near Lomita. The Newport-Inglewood and Palos Verdes faults are most likely



to cause the greatest ground accelerations in the City.

**Table 6-2**  
**Faults Near Lomita**

Fault Name	Miles from City	MCR	Status
Newport-Inglewood	5.0 NE	7.0	Active
Palos Verdes	0.0	6.7	Active
Cabrillo	2.0 S	—	Active
Redondo Canyon	4.5 W	6.4	Active
San Pedro Basin	15.0 W	7.0	P. Active
Torrance-Wilmington	1.0 NE	5.0	—

MCR - Maximum Credible Richter Magnitude

Source: Los Angeles County Safety Element, 1990.

The Palos Verdes fault is located southeast, across and offshore of the Palos Verdes Peninsula. The onshore extent of the fault extends from north of the Palos Verdes Peninsula southward across the peninsula to about 9 miles offshore, forming the abrupt northern front of the Palos Verdes Hills. The total length of the fault, including the offshore portions is approximately 50 miles. The onshore extent of the fault is assumed to be the central portion of the fault and is capable of producing earthquakes similar in size to the 1933 Long Beach earthquake. This fault is considered active and is responsible for three earthquakes since 1934. A slip rate of 0.02 to 0.7 millimeter (mm) per year has been observed along this fault. Should the belt rupture as a whole, an earthquake with a magnitude of between 6.7 to 7.8 could result. The proximity of this fault to Lomita would result in greater damage than an earthquake on the Newport-Inglewood fault. Groundshaking could lead to fallen trees, displaced boulders, and damaged structures and infrastructure near the epicenter.

The Newport-Inglewood fault runs for 125 miles from the Santa Monica Fault to Baja California. This fault was the source of the 1933 Long Beach earthquake of magnitude 6.3 on the Richter scale. The Newport-Inglewood Fault runs southeast from Culver City in the Baldwin Hills area to the City of Inglewood, through the cities of Compton, Long Beach, Signal Hill, Seal Beach, Huntington Beach, and Newport Beach. This fault includes other smaller faults around it, such as the Inglewood, fault, the Potrero fault, the Avalon-Compton fault, the Cherry Hill fault and the Seal Beach fault. The Newport-Inglewood is approximately five miles northeast of Lomita, at its nearest point.

Numerous other smaller earthquakes have occurred on this fault since then. A slip rate of 0.1 to 6.0 mm per year has been observed along this fault. A Magnitude 7.0 earthquake on the Newport-Inglewood fault could lead to significant damage in Lomita. The effects of a major earthquake include liquefaction, localized damage to Pacific Coast Highway, damage to MWD waterlines and crude oil pipelines, structural damage to buildings and mobile homes.

The Cabrillo fault runs southeasterly from the Palos Verdes Hills into the San Pedro Bay. This fault is 18 kilometers long and is considered active. The Cabrillo fault is parallel to the Palos Verdes fault is approximately two miles south of Lomita.

The Redondo Canyon Fault, located offshore and extending from just north of the Palos Verdes Peninsula and into Redondo Canyon, is approximately 4.5 miles west from Lomita at its closest point. A maximum credible earthquake on this fault (estimated Magnitude 6.4) could generate peak horizontal accelerations of about 0.45g in the area for approximately 18 seconds. This earthquake would also impact low-rise buildings preferentially.

The San Pedro Basin fault is located fifteen miles offshore and is approximately five miles long. This fault is considered potentially active. The Redondo Canyon fault is considered an active offshore fault and is presumed to consist of single strand from just north of the Palos Verdes Peninsula down Redondo Canyon.

The offshore faults of coastal California have been mapped from marine seismic surveys but their seismic potentials have remained generally unknown. The offshore faults have remained seismically inactive but evidence suggests that strain is currently building. A sudden release of this stored strain energy could result in an earthquake of magnitude 7.0 or greater.

The Torrance-Wilmington Fault is a newly postulated, blind thrust fault and fold system occurring at depth under the Palos Verdes Peninsula. (Blind thrust faults are low-angle or low-lying faults occurring generally three to ten miles below the ground surface which have no surface manifestation.) These concealed faults

have been recognized as capable of generating strong, damaging earthquakes since 1987, when a similar blind thrust caused the Whittier Narrows earthquake of Magnitude 5.9. Although the location of the Torrance-Wilmington Fault System is not well defined, the fault and fold belt has been divided into several segments.

The Torrance segment is evident in the Hawthorne area as a gentle fold which contains the Torrance oil field. The Torrance segment runs roughly parallel to Sepulveda Boulevard, approximately one mile northeast of Lomita at its nearest point. The Wilmington segment continues southeast from the Torrance segment and turns down northwest and southeast. It is estimated that if one of these segments ruptures, an earthquake of Magnitude 5 to 7.5, would occur. If two or more segments rupture simultaneously, an earthquake of a magnitude greater than 7.8 would occur.

Other blind thrust folds have been associated with anticlines and synclines. An anticline is a dip in the strata in opposite directions from a common axis (a roof). A syncline is a fold in the rocks where the stratum dips inward from both sides toward the axis (a "V"). The Torrance-Wilmington anticline is located northeast of the City. The Lomita syncline is parallel and between the Palos Verdes Hills fault and the Torrance-Wilmington fault. The Lomita syncline runs across the City in a northwest to southeast direction and is postulated to be the alignment of the Palos Verdes fault. The Gaffey anticline and syncline run northwest on the southern and southeastern edge of the City.

Exhibit 6-2 shows the location of faults, anticlines, and synclines in and near the City of Lomita.

The four largest historic earthquakes that have caused major damage in the Los Angeles basin include the 1933 (M 6.3) Long Beach, 1971 (M 6.4) San Fernando, the 1987 (M 5.9) Whittier Narrows, and the 1994 Northridge earthquake.

The 1933 Long Beach earthquake occurred on the southern segment of the Newport-Inglewood fault, from Newport Beach to Signal Hill. The 1971 San Fernando earthquake occurred along the San Fernando segment of the Sierra Madre fault zone. The 1987 Whittier Narrows earthquake was generated by a blind fault (a fault that has been

buried by alluvium) associated with the Elysian Park thrust belt.

The most recent significant seismic activity in the Southern California region occurred in Northridge in January 1994 along the Oakridge fault in the San Fernando Valley. The earthquake registered a 6.7 and the epicenter of this earthquake was located approximately thirty miles north of Lomita. Extensive damage to buildings, freeways, roadways and infrastructure were sustained and after shocks from this earthquake have continued up to the present time.

### ***Fault Rupture Hazards***

Fault rupture hazards are gauged by the youngest geologic layer that the earthquake fault offsets. The hazard of surface fault rupture, with consequent damage to structures directly overlying the trace of an active fault, led to the enactment of the Alquist-Priolo Special Studies Zone Act (APSSZ) of 1972. Evidence of fault displaced sediments that are less than 11,000 years old is used as a yardstick to gauge the surface rupture potential of faults. The objective of fault investigations within an APSSZ is to locate the trace of the fault so that setbacks away from the fault can be prescribed.

No Special Studies Zones have been designated by the CDMG within the City of Lomita. The nearest APSSZ zone is that associated with the Newport-Inglewood fault, located approximately five miles northeast of Lomita.

The surface rupture potential during an earthquake of the Palos Verdes fault is credible, given the structural complexity of the Lomita area and the proximity of the fault zone to the City. Secondary ground fissuring along high-angle bedding planes and secondary faults cannot be precluded either. Site-specific studies, particularly if the proposed development is a critical facility, should address surface rupture potential on a case-by-case basis along the Palos Verdes fault trace.

### ***Groundshaking Hazards***

Groundshaking is probably the most damaging result of an earthquake because large areas are subject to shaking effects. This shaking motion



can last for a few seconds in a moderate earthquake and can be as much as four minutes in a severe earthquake. Groundshaking is exaggerated on loose, water-saturated ground and occurs to a lesser magnitude on solid rock. It is an expected occurrence with an earthquake and its degree is dependent on the distance from the epicenter, subsurface geology, and other factors.

Groundshaking hazards will occur in Lomita during earthquake events in the region. The maximum credible earthquake on nearby faults will generate bedrock accelerations which can cause the structural failure of buildings and lead to other hazards such as fires, hazardous material spills, and damage to infrastructure (roads, water lines, sewer lines, gas lines, power transmission lines). Groundshaking can cause damage to local roadways and in turn, result in traffic jams in the area.

Most structures in Lomita are of single-story, wood-frame construction. This building type, although not immune to structural damage, is notably resilient to earthquake shaking.

#### ***Liquefaction Hazards***

Liquefaction may occur when loose, unconsolidated, saturated fine- to medium-grained sandy soils are subjected to ground vibrations during a seismic event. This occurs in areas where the ground water table is within 50 feet of the ground surface, and if earthquake intensities are great enough.

When these sediments are shaken, a sudden increase in pore water pressure causes the soils to lose strength and behave as liquid. Excess water pressure is vented upward through fissures and soil cracks causing a water-soil slurry to bubble onto the ground surface. The resulting features are called sand boils, sand blows or "sand volcanoes". Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures, or slumping. Structures built on soils that liquefy may sink or topple over as the soil loses its bearing strength.

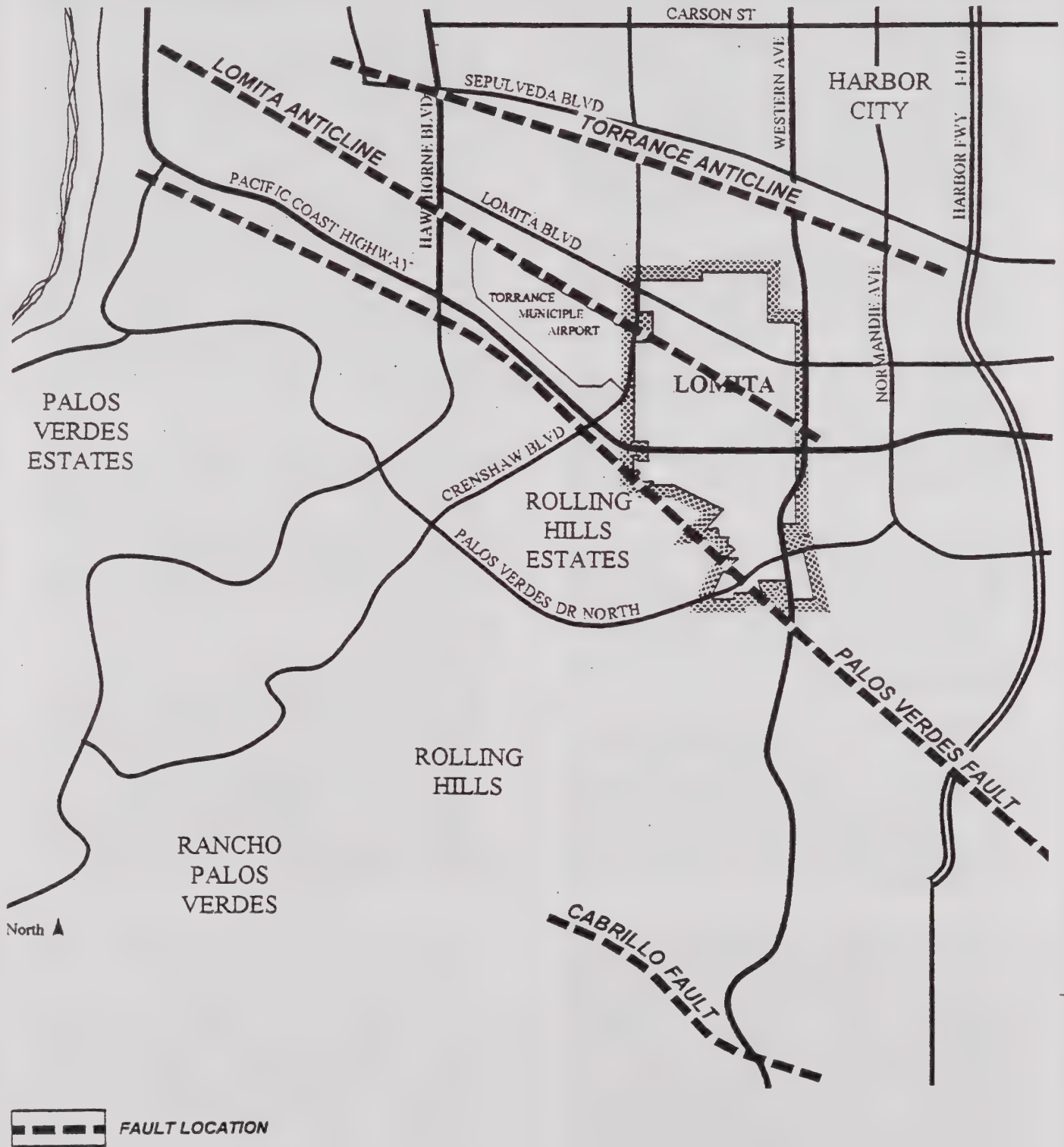
In the Lomita area, the presence of loose, unconsolidated sandy soils and the water table within 30 feet of the ground surface renders the majority of the City as liquefiable, except for the northeastern section. Areas susceptible to liquefaction are shown on Exhibit 6-3, as identified by the Los Angeles County Safety Element. The liquefaction susceptibility zone generally coincides with the liquefaction susceptibility zones identified in the USGS Professional Paper 1360, Evaluating Seismic Hazards in the Los Angeles Region. existing substandard structures of all kinds pose the greatest hazard to a community. The State of California Division of Mines and Geology recently indicated there are no liquefaction areas in the City.

Unreinforced masonry buildings represent dangerous earthquake related hazards to users and occupants. They are likely to experience significant structural damage in the event of a major earthquake. There are three remaining unreinforced masonry structures in the City which have not been retrofitted to comply with current seismic codes.

Other structures that are subject to groundshaking hazards include: buildings with non-bearing walls and partitions, non-ductile concrete-frame buildings, inadequately designed pre-cast tilt-up construction, multi-story buildings with soft stories, inadequately designed structures with geometric irregularities including long spans and irregular shapes, mobile homes, and residences not secured to foundations.



# LOMITA GENERAL PLAN



**EXHIBIT 6-2**  
**FAULTS**

Source: Blodgett/Baylous Associates

The existing development in the City of Lomita consist mostly of one and two-story residential and commercial structures. The City limits building heights to 27 feet or two stories for residential structures and 35 feet for commercial structures. Low-density and medium density residential zones predominate the City. Less extensive areas are devoted to low-rise commercial development. Low-rise buildings (less than three-stories) common in the City are more likely to be damaged by a near-field earthquake, such as one on the Palos Verdes fault or the Newport-Inglewood fault.

The wood-frame construction used in the residential and some commercial development in the City generally performs well during earthquakes. These buildings may experience significant structural and nonstructural damage, but rarely collapse. Buildings using tilt-up concrete walls are found in some commercial development. Roof collapse in buildings constructed prior to 1971 has been observed in those using "tilt-up" concrete construction.

Critical facilities, structures such as medical centers, fire and police stations, emergency centers, and communication centers, are needed during an emergency and must remain operational after an earthquake. Critical facilities designed for human occupancy must possess no structural weaknesses that can lead to collapse. The State has jurisdictional responsibility to ensure that public schools are adequately constructed to seismic standards (Garrison Act, 1969). Critical facilities in the City include the Civic Center, Sheriff's station, Fire Station, and the Community Center. Dependent care facilities that house populations with special needs that need to be considered in emergency situations, such as preschools and schools, group care homes, and nursing and convalescent homes are also considered critical facilities due to the presence of large groups of dependent individuals and the special evacuation requirements of these facilities. These facilities are listed in Table 6-3.

**Table 6-3**  
**Critical Facilities**

Facility	Address
Lomita City Hall	24300 Narbonne
Lomita Sheriff's Station	26123 Narbonne
Fire Station No. 6	25517 Narbonne
Lomita Community Center	24428 Eshelman
Eshelman Avenue Elementary School	25902 Eshelman
Lomita Fundamental Magnet School	2211 247th Street
Fleming Junior High School	25425 Walnut Street
St Margaret Mary School	25429 Eshelman Avenue
Chabad of South Bay	24412 Narbonne
Lomita Manor Senior Housing	24925 Walnut Street
Lomita Kiwanis Gardens	25109 Ebony Lane
Casa Colina Rehabilitation Center	26303 Western Avenue
Lomita Care Center	1955 Lomita Boulevard

Source: Blodgett/Baylosis Associates, 1997.

The County Fire Department is responsible for inspections of deficient electrical, plumbing, mechanical or fire safety fixtures in high-occupancy residential and commercial facilities. These inspections may reduce earthquake related risk, as well as improving day-to-day fire safety.

There are reportedly only three structures in the City of Lomita that are of *unreinforced masonry construction* which have not been completely retrofitted. All other unreinforced masonry structures have been renovated to meet seismic design criteria. Two of these structures are currently vacant and will need to be retrofitted prior to future occupancy.





**EXHIBIT 6-3**  
**LIQUEFACTION ZONES**  
 Source: Blodgett/Baylosis Associates

## Emergency Response

The Civic Center is the city-designated *Emergency Operations Center*. The Lomita emergency organization structure and the City's emergency procedures are detailed in the City of Lomita Multi Hazard Functional Plan.

The nearest hospitals to the City are the Bay Harbor Hospital (150 beds) and Kaiser Foundation Hospital (280 beds) in Harbor City; Torrance Memorial Hospital (325 beds), Little Company of Mary Hospital (327 beds), and County Harbor UCLA Medical Center (716 beds) in Torrance; and the San Pedro Peninsula Hospital (348 beds) in San Pedro. Earthquakes may result in damage to these structures and thereby reducing their bed capacity or emergency capabilities.

Los Angeles County Fire Station No. 6, located at 25517 Narbonne Avenue in Lomita, serves the City. Simultaneous evacuation of high-occupancy structures, and the occurrence of earthquake-induced fires in the City could tax the Fire Station's manpower and resources.

Damage to computer switchboards and power loss will impair emergency communications. Base radios and mobile radios can serve as temporary communication links with similarly-equipped facilities in the area. The Pacific Bell Company switching station is at 25624 Walnut Street. This structure has been reinforced to withstand groundshaking hazards. Telephone systems may be used if the computer switchboards are not damaged, and the lines are not saturated.

## Hazardous Materials

A hazardous material is defined as any injurious substance, including pesticides, herbicides, toxic metals and chemicals, volatile chemicals, explosives, and even nuclear fuels or low-level radioactive wastes. Hazardous materials are used, generated, or stored by various land uses including gas stations, dry cleaners, hazardous material haulers, and other uses that store chemicals and hazardous materials on site. A number of these uses are found within the City.

The State of California defines a hazardous material as a substance that is toxic, ignitable or

flammable, or reactive and/or corrosive. An extremely hazardous material is defined as a substance that shows high acute or chronic toxicity, carcinogenicity, bioaccumulative properties, persistence in the environment, or is water reactive (California Code of Regulations, Title 22). This section will concentrate on the hazards associated with the use, storage or manufacturing of hazardous materials in or near the City of Lomita.

The primary concern associated with the release of a hazardous material is the short and long term effects that exposure to a hazardous substance may have on the public. This is particularly true when a toxic gas is involved, since a gaseous toxic plume is more difficult to contain than a solid or liquid spill, and a gas can impact a larger segment of the population in a shorter time span.

All businesses that handle more than a specified amount of hazardous materials are required by both the Federal and State governments to submit a business plan to their local administering agency (the reportable quantities are 50 or more gallons of a liquid, 500 pounds or more of a solid, or 200 cubic feet or more of a gas at standard temperature and pressure; quantities for acutely hazardous materials vary according to the substance).

The Facility Inventory Database of the California Environmental Protection Agency lists 95 existing and past users of hazardous materials in the City. These users are identified in Table 6-4. Past users are preceded by an asterisk (\*).



**Table 6-4  
Hazardous Materials Users**

COMPANY NAME	STREET ADDRESS	DATABASE
Barlow #3 Oil Well	--	HAZNT
*Harbor Lounge	24218 Crenshaw Blvd.	HAZNT
Turner Body Works & Sales	24710 Crenshaw Blvd.	AREMS, FINDS, HAZNT, M1990, M1991, M1992, UTNKA
A-1 Coast Rentals	24000 Crenshaw Blvd.	FINDS, HAZNT, LTNKA, M1991, M1992, RCRIS
*Bill Juckes Development Company	25841 Eshelman	HAZNT, M1991
Eshelman Elementary School	25902 Eshelman	FINDS, HAZNT, M1990, RCRIS
Lomita Plants	-- Lomita Blvd	SWRCB
Teal Industries	1741 Lomita Blvd	HAZNT, M1990
Lomita Gas	1800 Lomita Blvd	LTNKA, UTNKA
Lee's Tire	1864 Lomita Blvd	HAZNT
Astro Auto Electric	1926 Lomita Blvd (24911 Walnut)	FINDS, HAZNT, M1990, M1991
*Lomita Chevron Service Center	1975 Lomita Blvd	HAZNT, LTNKA
Avi Auto Electric	1978 Lomita Blvd	FINDS, HAZNT
Carl's Brake and tire	2000 Lomita Blvd	HAZNT
Keith's Universal Automotive	2018 Lomita Blvd	FINDS, HAZNT, RCRIS
Paragraphic Expressions	2030 Lomita Blvd	HAZNT, M1992
Lomita Mower and Saw Shop	2064 Lomita Blvd	FINDS, HAZNT
*Edgar Auto Body	2075 Lomita Blvd	AREMS, FINDS, RCRIS, HAZNT, M1990, M1991, M1992
Hank's AA Auto Center	2084 Lomita Blvd	FINDS, HAZNT, RCRIS
Gassers Garage	2258 Lomita Blvd	FINDS, HAZNT, RCRIS
D&S Motorcycle	2301 Lomita Blvd	FINDS, HAZNT
Johnny's Exclusive Automotive	2310 Lomita Blvd	FINDS, HAZNT, RCRIS, M1990
Arco Station	2380 Lomita Blvd	HAZNT, LTNKA, M1992
*Corky's Pest Control	2428 Lomita Blvd	CALSI
*CMS Equipment	2457 Lomita Blvd	HAZNT
Aero Snaps	2458 Lomita Blvd	CALNF
Crenshaw Shell Station	2477 Lomita Blvd	AREMS, RCRIS, M1990, 1991, FINDS, HAZNT, LTNKA
The Cleaning Gallery	24007 Narbonne Ave	AREMS, HAZNT
R & PS Bicycles	24017 Narbonne Ave	FINDS, HAZNT, RCRIS
*T&O Yamaha	24020 Narbonne Ave	FINDS, HAZNT
Narbonne Joint Venture	24100 Narbonne Ave	HAZNT, LTNKA, M1990, M1991
*Mauro Zamora Bakery/Auto M.D.	24418 Narbonne Ave	HAZNT, LTNKA
Blue Print Service and Supply	24648 Narbonne Ave	HAZNT
Braun's Auto	24660 Narbonne Ave	FINDS, HAZNT, M1990, RCRIS
Lightfoot's Garage	24727 Narbonne Ave	HAZNT
*King Printing	24812 Narbonne Ave	HAZNT
*Lomita News	24816 Narbonne Ave	CALNF
Lomita Business Machines	24830 Narbonne Ave	HAZNT

**Table 6-4  
Hazardous Materials Users**

COMPANY NAME	STREET ADDRESS	DATABASE
Narbonne Medical Group	24845 Narbonne Ave	HAZNT
*Diamond State Service Center	24846 Narbonne Ave	FINDS, HAZNT, RCRIS
*Bridges Auto Repair	25020 Narbonne Ave	HAZNT
Andy's Termite and Pest Control	25030 Narbonne Ave	HAZNT
The Chiropractic Center	25039 Narbonne Ave	HAZNT
Glantz & Sauter	25043 Narbonne Ave	HAZNT, M1990
US Post Office	25131 Narbonne Ave	HAZNT, M1991
Narbonne Animal Clinic	25445 Narbonne Ave	HAZNT
LA County Fire Station 6	25517 Narbonne Ave	HAZNT, M1992
Gary's Mobil Service Center	25808 Narbonne Ave	AREMS, FINDS, HAZNT, LTNKA, M1991
Lomita Sheriff's Station	26123 Narbonne Ave	HAZNT
*Phil Jones Automotive	25609 Oak Street	HAZNT
Smiths Cycle and Key	1730 Pacific Coast Highway	HAZNT
Fairlane Dry Cleaners	1735 Pacific Coast Highway	HAZNT
The Art Department, Inc.	1743 Pacific Coast Highway	HAZNT, M1991, M1992
*Texaco Environmental Services	1752 Pacific Coast Highway	HAZNT, M1991, M1992, LTNKA
*Pacific Coast Honda	1820 Pacific Coast Highway	FINDS, HAZNT
*Team Print	1836 Pacific Coast Highway	HAZNT, M1991, M1992
JR Sports Cars	1860 Pacific Coast Highway	HAZNT
Lomita Radiator	1900 Pacific Coast Highway	FINDS, HAZNT, RCRIS
Lomita Sports Car/Kent Buechs	1911 Pacific Coast Highway	HAZNT, UTKN1, M1991
Best Cleaners	1937 Pacific Coast Highway	FINDS, HAZNT
Chuck Coles Auto Sales	1940 Pacific Coast Highway	HAZNT
Copy Rite Printing	1962 Pacific Coast Highway	HAZNT, M1990, M1991, M1992
Tri C Motors	2002 Pacific Coast Highway	HAZNT
Bob and Sons Auto and RV Parts	2032 Pacific Coast Highway	HAZNT
United Printing and Graphics/Roxanne Cleaners/Oak Cleaners	2040 Pacific Coast Highway	FINDS, HAZNT, RCRIS
*Ohs 1-hr Photo	2068 Pacific Coast Highway	FINDS, HAZNT, RCRIS
Firestone Store 2739	2113 Pacific Coast Highway	HAZNT, FINDS, M1991
Spic and Span Cleaners	2123 Pacific Coast Highway	AREMS, FINDS, HAZNT
Superfine Cleaners	2146 Pacific Coast Highway	AREMS, FINDS, HAZNT
*Witz Auto Supply/Shan-gia JJ Restaurant	2164 Pacific Coast Highway	HAZNT, M1991, UTKNKA, M1992
Tuneup Masters	2204 Pacific Coast Highway	FINDS, HAZNT, M1990
Jiffy Lube	2271 Pacific Coast Highway	HAZNT
South Bay Auto Air and Electric	2301 Pacific Coast Highway	HAZNT
*Harbor Weighs Inc.	2321 Pacific Coast Highway	HAZNT
Lomita Autohaus	2330 Pacific Coast Highway	FINDS, HAZNT, RCRIS
Lomita Print Service	2354 Pacific Coast Highway	CALSI
Dr. CL Bigelow	2370 Pacific Coast Highway	HAZNT
A-1 Cleaners	2413 Pacific Coast Highway	AREMS, FINDS, HAZNT, RCRIS



**Table 6-4  
Hazardous Materials Users**

COMPANY NAME	STREET ADDRESS	DATABASE
A-1 Cleaners	2413 Pacific Coast Highway	AREMS, FINDS, HAZNT, RCRIS
Sherrie's Pre-school	2427 Pacific Coast Highway	HAZNT
Sam's Cleaners	1724 Palos Verdes Drive North	FINDS, HAZNT
George's Arco Service	2031 Palos Verdes Drive North	AREMS, FINDS, HAZNT, LTNKA, M1990, M1992, RCRIS, UTNKA
Sunrise Cleaners	2041 Palos Verdes Drive North	AREMS, HAZNT, FINDS
Palko Advertising/ Kaiser Permanente-UCC Psychiatry/ Vista Verde Center	2075 Palos Verdes Drive North	FINDS, HAZNT, RCRIS
*Rob's Chevron	2121 Palos Verdes Drive North	FINDS, HAZNT, LTNKA, UTNKA
South Bay Sports Car Center	24323 Pennsylvania	AREMS, FINDS, HAZNT, M1990, M1991, M1992
Lomita Auto Repair	25212 Pennsylvania	FINDS, HAZNT
Smetko Inc.	25906 Pennsylvania	HAZNT
LA County Road	24309 Walnut	HAZNT, M1990 M1991
Cage Williams Trucking	25104 Walnut	HAZNT
Fleming Junior High School	25425 Walnut	FINDS, HAZNT
Pacific Telephone and Telegraph Company	25624 Walnut	AREMS, FINDS, HAZNT, RCRIS, M1990, M1991
*The Bicycle Source	26107 Western	HAZNT
Lomita Service	26122 Western	HAZNT, FINDS, RCRIS
Dale Eppler	26123 Western	HAZNT
Peninsula Rehabilitation	26309 Western	HAZNT

\* past user

AREMS - Aerometric Information Retrieval System Facility Subsystem

CALNF - Calsites which need no further action

CALSI - Calsites Database - formerly ASPIS

FINDS - U.S. EPA Facility Index Data System

HAZNT - Hazardous Waste Information System

LTNKA - Leaking Underground Storage Tank Information System

LTNKI -Inactive Leaking Underground Storage Tank Locations

M1990, M1991, M1992 - Facilities which manifested hazardous waste offsite in 1990, 1991 or 1992

RCRIS - Resource Conservation and Recovery Information System

STRMI - Companies with stormwater industrial permits

UTNKA - Active Underground Storage Tank Locations

UTNK1 - Inactive Underground Storage Tank Locations

Source: California Facility Inventory Database, 1995.

Releases of hazardous materials may occur during a natural disaster, such as during an earthquake. Improperly-stored containers of hazardous substances may overturn or break, pipelines may rupture, and storage tanks may fail. Containers may also explode if subject to high temperatures, such as those exposed to a fire. If two or more chemicals which are reactive when combined come in contact as a result of a spill, the hazard may be compounded. The 1991 Uniform Fire Code includes criteria designed to minimize the

risk of an accident. These guidelines are to be followed when storing, using or transporting hazardous materials, and include secondary containment of substances, segregation of chemicals to reduce reactivity during a release, sprinkler and alarm systems, monitoring, venting and auto shutoff equipment, and treatment requirements for toxic gas releases.

In Lomita, most businesses that handle hazardous and/or acutely hazardous substances in quantities

above the reportable limits are located within the commercial areas along Pacific Coast Highway and Lomita Boulevard.

Pacific Coast Highway is traveled by trucks that carry many types of hazardous materials including, but not limited to, gasoline, chemicals, pesticides, and radioactive materials.

## **Fire Hazards**

### **Earthquake-Induced Fire**

The principal causes of earthquake-related fires include open flames, electrical malfunctions, gas leaks, and chemical spills. Common sources of fire include unanchored gas heaters or gas-fired hot water heaters, appliances which tend to tip over and damage rigid gas line connections during strong groundshaking. Given the residential setting of Lomita, damaged gas line connections, overturned appliances, and damaged electrical circuitry will be the most likely cause of earthquake-induced fires, if any, in the City. Fires during an earthquake can also be caused by damaged, leaking gas mains, valves and connections in the primary transmission and distribution gas system.

Strong ground motion, surface rupture and ground failure can cause many sections of pipe to be damaged. Gas distribution pipelines can be replaced with plastic polyethylene pipes that are more flexible, and therefore, relatively more resistant to breakage. Additional protection can be provided if sections of the gas distribution system can be isolated and shut-off during an emergency. The SCG has developed emergency response plans in the event of an earthquake. Power lines downed during an earthquake, as well as by strong winds, can also start brush fires. To prevent such an occurrence, power lines are designed to automatically deenergize if there is a break in the system.

### **Brush Fire**

South of the City are large mature pine trees which may catch fire. Also the Lomita Little League field is located adjacent to an open area with weeds and grasses which may pose fire hazards.

### **Hazardous Material Fires**

The risk from hazardous materials to persons in the City is limited since land uses within the City are predominantly residential and commercial. However, heavy truck traffic on Pacific Coast Highway carries the potential for hazardous material spills during transport.

The Union Oil fields to the southeast of the City also pose hazards associated with accidental spills and explosion. Large moats have been provided around the tanks to contain accidental spills and to prevent the spread of oil, fire or explosion.

The U.S. Navy Defense Fuel Supply Point near Palos Verdes Drive North and Western Avenue has 3 above ground jet fuel storage tanks and 26 underground tanks. While this facility has not been in use for some time, the presence of hazardous materials and possible ground contamination has not been ruled out.

Oil resources in Lomita are located within the Torrance oil field. There is one remaining oil well in operation in the City at Stanhurst Street and Walnut Street. The other fourteen have been capped, 6 of which were dry well and 8 were oil producers in the past. The potential for fire associated with the burning of oil and the potential for ground contamination accompanies this oil drilling activity.

### **Aircraft Operations**

The Torrance Airport has designated clear zones around the runways to prevent hazards associated with aircraft accidents during landings and take-offs. This area does not extend into the City of Lomita. No flight accidents have occurred at the airport, except for a few runway incidents. The Federal Aviation Administration (FAA) regulates airport activities and requires that the FAA be notified of new construction or alteration of structures greater than 200 feet high above the ground level of the runway (or on site, whichever is greater) and within 3 miles of the airport, 300 feet or higher at 4 miles, 400 feet or higher at 5 miles and 500 feet or higher at 6 miles or more. Also, a clear zone is established at the end of the runways to provide a clear approach for aircraft.



This zone is defined as 250 to 1,000 feet wide at the end of the runway with a radius of 150 feet above the airport elevation, a 50:1 slope for 10,000 feet from the edge of the runway plus a 40:1 slope from 10,000 to 50,000 feet from the edge of the runway. The Los Angeles County Airport Land Use Commission also reviews developments proposed near airports.

## ***Geologic Hazards***

### ***Landslides and Slope Instability***

While numerous landslides have occurred in the Palos Verdes Peninsula and the southern portion of Lomita consists of hillside areas, a review of the Los Angeles County Safety Element shows that no definite or probable landslide hazards exist within Lomita. Also, the hillside areas are largely developed, paved and landscaped. Thus, landslide potential is limited.

Heavy rainfall often triggers surficial sliding (debris flows and mudflows) along the sides of canyons and on steep slopes. Hill slopes, if not properly planted, are extremely susceptible to erosion. Current grading codes include design guidelines that if followed properly, can reduce the hazard of mudflows and erosion. These guidelines include provisions for planted and maintained slopes, retaining walls, and drainage devices.

### ***Expansive Soils***

Low-density soils may collapse and settle as a result of static or seismic loading and hydrocompaction. Hydrocompaction is typically associated with granular, sandy soils, and occurs when the loose, dry structure of the sand grains held together by a clay binder or other cementing agent, collapses upon the introduction of water. Some soils in the Lomita area may be susceptible to significant consolidation and hydrocompaction.

Geologic and engineering geologic reports indicate that soils within the central and southern section of Lomita generally have a high shrink-swell potential. The Soil Survey for Los Angeles County classified soils in the Lomita area into the Oceano, Ramona-Placentia and Diablo-Altamont associations. The Ramona-Placentia and Diablo-Altamont soils have a high clay content and

generally expand when wet and contract when dry. Site specific studies should be conducted prior to construction to determine the expansion potential of the soils underlying a site.

### ***Land Subsidence***

Land subsidence is defined as settlement of the ground due to the extraction of the underlying oil or water resources. Land fissures may then result and could lead to damages to buildings, utility lines and roadways. Significant subsidence has been documented in the Beverly Hills/Cheviot Hills, Santa Fe Springs, Wilmington and Inglewood oil fields, where the majority of the County's oil resources are extracted. Water injection and flooding operations, which fill the emptied reservoir rock, have minimized subsidence hazards in the County.

While minor settlement has been observed in the Torrance oilfield, near Madrona Marsh, this settlement is not expected to extend into the Lomita area. For one, this area is located several miles from Lomita. Also, limited oil drilling is occurring in and near the City and the Torrance oilfield, which underlies the northeastern section of Lomita, produces less than five percent of the oil production in the County.

## ***Flood and Inundation Hazards***

A 100-year flood event is that flood with a probability of occurring once every 100 years, or that has a 1/100 chance of occurring in any one year. Smaller-scale flooding, generally associated with overburdened storm drain systems can damage property and hinder emergency activities, such as fire department access to fire hydrants, or evacuation.

### ***Storm Flooding***

The City of Lomita is located in an area designated by the Federal Emergency Management Agency's Flood Insurance Rate Maps as Zone C, where minimal flood hazards exist. Also, dam inundation hazards do not exist in the City since there are no large dams or reservoirs located near the City, except for the Palos Verdes Reservoir. Dam failure and potential inundation from this reservoir will lead to localized flooding east and southeast of

the reservoir, and will not affect Lomita.

The City of Lomita has storm drainage lines which are owned and maintained by the County Department of Public Works. Storm drains are usually designed to convey 100-year frequency storm flows, floods that are expected to be equaled or exceeded once every 100 years. Storm drainage requirements are designed to prevent floods from rising above the curbline and beyond the right-of-way. Street circulation is also hampered, which in an emergency is vital.

The County has studied the storm drainage system in the City and determined that deficiencies exist in several locations. The existing storm drain system and these storm drain deficiencies are shown on Exhibit 6-4. Most potential flooding problems in the City are related to the inadequacy of the existing drainage devices. Due to increased urbanization and increased runoff, the existing storm drainage is presently inadequate to channel runoff from a 100-year storm. Ponding behind inadequate culverts, catch basins, and curbs and gutters could result in inundation of private properties.

Earthquake-induced waves can cause significant structural damage to above-ground water tanks if not adequately braced and baffled. Sloshing water can lift a water tank off its foundation, and buckle the bottom of the tank. Pipes connected to the tank can be sheared off. There is one above-ground water tank on Cypress Street. If this water tank is damaged during an earthquake, efforts to suppress earthquake-induced fires in the City could be hindered. Damaged tanks and water mains can also limit the amount of water available to residents.

### **Crime**

Another public safety concern in Lomita is related to crime and accidents. Overall, the number of reported crimes within the larger Southern California region is declining. This improvement is generally attributed to an overall improvement in economic conditions within the region. Crime statistics obtained from the Sheriff's Department in Lomita also indicate a slight decrease overall in the number of reported crimes. However, certain types of crime (larceny and burglary) continue to

be of serious concern in the City. Table 6-5 shows crime incidence in 1996.

**Table 6-5**  
**Crime in Lomita 1996**

Crime	Incidence	Percent
Homicide	0	0.0
Rape	0	0.0
Robbery	55	8.2
Aggravated Assault	115	17.1
Burglary	153	22.7
Larceny	251	37.2
Grand Theft Auto	96	14.2
Arson	4	0.6
Total	674	100

Source: County Sheriff's Department, 1997.

Traffic accidents in the City of Lomita are mainly concentrated along intersections with PCH and Lomita Boulevard. This is primarily due to the large volume of vehicles traveling on these major roadways. These accidents are also influenced by traffic speeds, traffic violations, weather conditions, and driver negligence.

### **Emergency Services**

#### **Fire Suppression Capabilities**

The City contracts with the County of Los Angeles Fire Department for fire suppression services. County Fire Station No. 6, located at Narbonne Avenue, serves the City, and is commonly able to respond to an emergency or fire in an average time of less than five minutes. This station is manned by five firefighters with one truck and one paramedic squad. Several other stations in the area are also able to provide additional resources if needed. These include the fire stations in the cities of Torrance and Los Angeles, as well as other County fire stations in the Peninsula and Carson.

#### **Law Enforcement Services**

The Los Angeles County Sheriffs Department provides police protection and law enforcement services in the City. A substation is located at 26123 Narbonne Avenue, at the southern end of the City. There are 125 sworn and non-sworn personnel at this station.



### **Water Supply**

The National Board of Fire Underwriters recommends that communities have a three-day supply of water that they can tap into in case of an emergency, such as an earthquake. Approximately 90 percent of the water used in the City of Lomita is supplied by the Metropolitan Water District and the rest by California Water Service Company. The City is currently planning the replacement of the existing water tank with a new five million gallon reservoir to meet Lomita's peak demand and fire emergency water needs. The City will also be installing a treatment facility at its one emergency water well to reduce its dependence on imported water from the MWD.

An earthquake could cause power failure and could result in insufficient water available for fire suppression. The Palos Verdes Fault is located within 100 feet of the one million gallon Cypress Street reservoir and crosses the Metropolitan Water District (MWD) line connecting to the Palos Verdes Reservoir. The failure of the Cypress Street reservoir or water lines in the area could

lead to the inundation of single family homes and multi-family residential projects in the southern section of Lomita and along Pacific Coast Highway.

The California Water Service Company serves the southern portion of Lomita through the Palos Verdes Reservoir. If the pumping station serving this area was damaged, water service to the area will be cut off. The reservoir has a 1,018 acre-foot capacity, which could provide water to its service area for over one month, should incoming supplies be cut off. Also, rupture of the Palos Verdes Reservoir will lead to flood waters flowing east and southeast and would not affect Lomita.

Potential losses in water pressure due to breaks in the water distribution system can be caused by corrosion of cast-iron pipelines, damage to pipes during projects requiring excavation near utility lines, and earthquake-related ground failure. In Lomita, many of the older pipes have been replaced under the City's ongoing water line upgrade program. Only ten miles of water lines remain to be upgraded and/or replaced.



**EXHIBIT 6-4**  
**STORM DRAIN DEFICIENCIES**

Source: Blodgett/Baylosis Associates



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# ***NOISE ELEMENT***

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***City of Lomita***  
***General Plan Update***





## INTRODUCTION TO THE NOISE ELEMENT

The City of Lomita Noise Element outlines those factors affecting the noise environment in the City. Every day, people are subjected to noise associated with common day-to-day activities. The effects of noise generally depends on its loudness, duration, and the time of day. Intermittent and constant high levels of noise may lead to a variety of problems including physical stress, discomfort, and hearing damage. For this reason, decisions regarding land use and development need to consider noise in the environment.

This Noise Element describes the existing and future noise environment in Lomita. Noise control programs and measures designed to reduce ambient noise levels are identified along with relevant standards related to building design and land use compatibility.

The Noise Element identifies existing and projected traffic noise levels along major roadways in the City. Noise contours are used to illustrate noise levels in areas adjacent to the major roadways. In this way the Noise Element will serve as a guide for development and be effective in minimizing the potential for noise exposure. The Noise Element also identifies areas of the City which are not likely to be suitable locations for noise-sensitive land uses.

### **Relationship to the General Plan**

The Lomita Noise Element characterizes the noise environment in the City and provides guidelines to limit community exposure to excessive noise levels. The Element follows the guidelines established by the Office of Noise Control of the State Department of Health Services and other requirements governing the scope and content of noise elements. California Government section 65302(f) states:

*"A noise element shall identify and appraise noise problems in the community. The noise*

*element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels..."*

The Lomita General Plan Noise Element consists of the following sections:

- ☐ The *Introduction to the Noise Element* provides an overview of the Element's purpose and scope.
- ☐ The *Noise Element Policies* section contains a listing of individual policies related to noise control.
- ☐ The *Noise Mitigation Plan* indicates those noise control programs and regulations which are effective in controlling noise exposure.
- ☐ The *Background for Planning* section identifies major noise sources in the City as well as those land uses which are more sensitive to noise. The section also characterizes the ambient noise environment through noise surveys and estimates of traffic noise.

## NOISE ELEMENT POLICIES

The Noise Element seeks to accomplish the following goals through the implementation of the policies and noise control programs, regulations, and standards contained herein:

- ☐ To promote development and land use patterns which will be compatible in terms of land use and noise exposure;
- ☐ To consider the health effects of long-term exposure to excessive noise levels in the planning and review of future development or activities that typically generate high noise levels;
- ☐ To remain vigilant regarding those developments and activities located beyond

the City's boundaries which may affect the noise environment in Lomita; and

- ☐ To continue to implement those noise control standards and regulations which will be effective in reducing "noise pollution."

This Noise Element contains the following policies to assist in controlling noise generation and exposure in the City:

#### **Noise Policy 1**

Lomita, through implementation of the General Plan, will seek to locate noise sensitive land uses in areas subject to noise levels consistent with City established noise standards.

#### **Noise Policy 2**

Lomita will adhere to planning guidelines which include noise control for the interior space of new residential, commercial and industrial developments in areas of the City subject to high ambient noise levels. Noise levels for all residential units should be attenuated to a maximum interior noise level of 45 dB.

#### **Noise Policy 3**

In planning future development, the City will adhere to planning guidelines and regulations concerning noise control and mitigation of outdoor noise in residential developments.

#### **Noise Policy 4**

Noise control requirements will be considered in all new City equipment purchases.

#### **Noise Policy 5**

Lomita will continue to work with other agencies to enforce the state and federal occupational health and safety regulations concerning exposure to noise.

#### **Noise Policy 6**

Lomita will seek to reduce or eliminate unnecessary noise near noise sensitive areas, such as parks, residential areas, hospitals, libraries, convalescent homes, etc.

#### **Noise Policy 7**

Lomita will continue to monitor noise throughout Lomita and enforce the standards and regulations of the City's Noise Control Ordinance.

#### **Noise Policy 8**

Lomita will continue to review its policies and regulations regarding noise control and abatement.

#### **Noise Policy 9**

Lomita will continue to encourage the enforcement of noise control regulations such as the State Vehicle Code Noise Standards for automobiles, trucks, and motorcycles operating within the City, as well as any contractual agreements pertaining to noise control.

#### **Noise Policy 10**

Lomita will continue to support implementation and enforcement of noise control procedures for the Torrance Airport, including supporting those actions which minimize noise exposure associated with aircraft flyovers within the City.

#### **Noise Policy 11**

Lomita will work to ensure that noise attenuation standards set forth in the Airport Environs Land Use Plan for residential, commercial, and industrial development, within the planning boundaries for the Torrance Airport are adhered to.

#### **Noise Policy 12**

Lomita will work with surrounding cities to control noise created by current and/or future development along the City's boundaries.

### **NOISE MITIGATION PLAN**

Short-term strategies for noise reduction in Lomita consist mostly of the enforcement of noise control guidelines and design measures to protect noise-sensitive areas from traffic noise. Long-term strategies for noise reduction will be contingent upon future development and land use planning, especially in those areas along major roadway and in areas which generally experience higher ambient noise levels.

Specific standards and programs designed to successfully implement the policies cited previously are described in this section of the Noise Element.



## **Noise Control Standards and Regulations**

The federal government preempts local control of noise from aircraft operations, railroads, freeways, occupational noise, and federally-funded projects. The State controls vehicular noise at the time of manufacture and during operation on public roads, as well as noise from in the work place, classrooms, libraries, multi-family projects, motels and hotels. Agencies responsible for noise control include the Department of Housing and Urban Development, Department of Labor, the Environmental Protection Agency, the Federal Highway Administration, the State Department of Health, State Department of Transportation, and the State Department of Motor Vehicles.

### **Land Use Compatibility Guidelines**

Lomita, through this Noise Element, will adopt guidelines which consider noise as an important factor in the planning of future residential development. Portions of the City are currently affected by high levels of traffic noise especially in those areas in close proximity to Pacific Coast Highway, Crenshaw Boulevard, and Lomita Boulevard. An acoustical analysis will be required for all new residential and condominium conversion projects within the 65 dB CNEL contour of major roadways. This analysis will indicate the existing and projected noise levels affecting potential development sites and the method(s) by which the noise is to be controlled or reduced to no more than 65 dB within the exterior living space, and no more than 45 dB within the interior living space of the homes.

The location and orientation of the residential buildings may be configured to minimize or eliminate a site's exposure to traffic noise. Other effective noise reduction measures include the use of berms, sound walls, and generous setbacks. Interior noise levels may be reduced to 45 dB or less by installing sound rated windows, insulating exterior walls and roofing systems, and by locating (or eliminating) vents, mail slots, etc., to minimize sound propagation into the home.

The State's Office of Noise Control has prepared "Guidelines for the Preparation and Content of Noise Elements of the General Plans." These

guidelines also address land use compatibility of noise sensitive land uses in areas subject to noise levels of 55 to 80 dB CNEL or Ldn.

Residential uses are normally unacceptable in areas exceeding 70 dB CNEL and conditionally acceptable between 55 and 70 dB CNEL for low density single family, duplex, mobile homes, and between 60 and 70 dB CNEL for multi-family units. Schools, libraries, hospitals, and nursing homes are treated as noise sensitive land use requiring acoustical studies within areas exceeding 60 dB CNEL.

Commercial and professional office buildings and industrial land uses are normally unacceptable in areas exceeding 75 dB CNEL and are conditionally acceptable within 67 to 78 dB CNEL (for commercial/professional offices) and 70 to 80 dB CNEL (for industrial land uses). The City, through This General Plan, will consider those and use compatibility guidelines in the review of future development. Exhibit 7-1 illustrates noise compatibility standards for various land uses.

### **Lomita Noise Ordinance**

The City of Lomita has developed standards for noise in its Noise Ordinance. Ordinance No. 132 (the City's Noise Ordinance) states that it is unlawful for any person to produce or cause noise which may disturb the peace, quiet and comforting of neighboring residents. Noise standards in the Ordinance are provided in Table 7-1.

Noise levels above 5 dB of these standards are considered violations of these standards. Construction noise in or near residential areas is also limited to the hours of 7:00 a.m. to 7:00 p.m. on weekdays, with noise levels greater than 35 dB not to be exceeded 25 percent of the time.

The City's Zoning Ordinance also requires that auto repair activities be conducted within an enclosed building. Other noise generating land uses also require a conditional use permit which incorporates noise mitigation measures which will be effective in reducing noise levels.

**Table 7-1**  
**Lomita Noise Control Ordinance**

Land Use	Time	Noise Level	Correction
Residential	Day	65	
	Night	55	
Commercial and Industrial	Day	80	
	Night	70	
Type of Noise			Correction
Repetitive Impulsive Noise			-5
Steady whine, screech or hum			-5
Occurring from 5-15 minutes/hour			+5
Occurring from 1-5 minutes/hour			+10
Occurring less than 1 minute/hour			+20
Quieter zone standard shall be used for abutting zones.			
Source: Lomita Noise Regulations, 1972.			

### Sound Transmission Control Standards

The California Administration Code, Title 24, Building Standards, Chapter 2.35 outline noise insulation performance standards to protect persons within new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings. This section of the Government Code requires an interior noise level of 45 dB CNEL or less for residential projects. For residential buildings or structures within the 60 dB CNEL of an airport, or vehicular or industrial noise source, an acoustical analysis must be made to show compliance with the standards.

### Occupational Health and Safety Act (OSHA)

In 1969 and 1970, the Department of Labor established occupational noise regulations through the Walsh Healey Public Contracts Act and set standards for noise exposure for all businesses engaged in interstate commerce through the Occupational Safety and Health Act (OSHA). OSHA standards are summarized in Table 7-2.

**Table 7-2**  
**Workplace (OSHA) Noise Level Standards**

Duration-Hour Per Day	Sound Level, dBA
8	90
6	92
4	95
3	97
2	100
1	105

Source: Department of Labor Occupational Noise Exposure Standards, Code of Federal Regulations, Title 29, Chapter XVII Part 1910, Subpart G, 36 FR 10466, May 29, 1971, as amended and corrected through June 19, 1983.

### California Occupational Noise Control Standards

The California Code of Regulation, Title 8, Industrial Relations, Chapter 4, as revised and effective September 28, 1984, outlines permissible noise exposure at a work place, as shown in Table 7-3.

**Table 7-3**  
**State Occupational Noise Control Standards**

Sound Level dB(A)	Permitted Hours of Exposure
90	8 hours/day
95	4 hours/day
100	2 hours/day
105	1 hour/day
110	0.5 hour/day

Source: California Code of Regulation, Title 8, Industrial Relations, Chapter 4, as revised and effective September 28, 1984.



LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE L <sub>dn</sub> OR CNEL, dB					
	55	60	65	70	75	80
RESIDENTIAL-LOW DENSITY SINGLE FAMILY, DUPLEX MOBILE HOMES	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
RESIDENTIAL- MULTI FAMILY	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
TRANSIENT LODGING- MOTELS, HOTELS	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
SCHOOLS, LIBRARIES CHURCHES, HOSPITALS, NURSING HOMES	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
AUDITORIUMS, CONCERT HALLS, AMPITHEATRES	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
PLAYGROUNDS, NEIGHBORHOOD PARKS	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
OFFICE BUILDINGS, BUSINESS, COMMERCIAL AND PROFESSIONAL	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
INDUSTRIAL, MANUFACTURING, UTILITIES, AGRICULTURE	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX

## LEGEND



### NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



### CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



### NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



### CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

## CONSIDERATIONS IN DETERMINATION OF NOISE-COMPATIBLE LAND USE

### A. NORMALIZED NOISE EXPOSURE DESIRED

Where sufficient data exists, evaluate land use suitability with respect to a "normalized" value of CNEL or L<sub>dn</sub>. Normalized values are obtained by adding or subtracting the constants described in Table 1 to the measured or calculated value of CNEL or L<sub>dn</sub>.

### B. NOISE SOURCE CHARACTERISTICS

The land use-noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible with the 65dB CNEL criterion wherever possible and in order to facilitate the ability of airports to comply with the Act, residential uses located in Community Noise Exposure Areas greater than 65dB should be discouraged and considered less than normally unacceptable areas.

### C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL or L<sub>dn</sub>. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

### D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

## EXHIBIT 7-1 NOISE AND LAND USE COMPATIBILITY

Source: Blodgett/Baylosis Associates



### Federal Highway Works Administration (FHWA)

The FHWA has established design standards for different land uses. These standards apply to the planning and design of federally-funded highway projects, and are expressed in terms of both Equivalent Noise Level (Leq) and  $L_{10}$  (see Table 7-4).

**Table 7-4**  
**FHWA Noise Abatement Criteria**

Land Use	Leq, dBA	$L_{10}$ , dBA
Tracts of land in which serenity and quiet are of extraordinary significance i.e., parks and open spaces	57 (Exterior)	60 (Exterior)
Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals	67 (Exterior)	70 (Exterior)
Developed lands, properties or activities not included above	72 (Exterior)	75 (Exterior)
Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.	52 (Interior)	55 (Interior)

Source: Department of Transportation, Federal Highway Administration Highway Noise Control Standards and Procedures, Title 23, Code of Federal Regulations, Chapter 1, Subchapter J, Part 772, 38, FR 15953, June 19, 1973, as amended through May 29, 1979.

### Noise Control Act Standards

The Housing and Urban Development Agency (HUD) has established standards for HUD subsidized housing. These standards are identified in Table 7-5.

**Table 7-5**  
**HUD Noise Level Standards**

Land Use Suitability	Ldn (CNEL)	Special Approvals and Requirements
Acceptable	<65 dB	None
Normally Unacceptable	65 dB - 75 dB	Special environment clearance & 5 dB add'l attenuation for building within 65 - 70 dB Ldn and 10 dB add'l attenuation for building w/in 70 dB - 75 dB Ldn.
Unacceptable	75 dB +	Submittal of environmental impact statement.

Source: HUD Environmental Criteria and Standards, Title 24, Code of Federal Regulations, Part 51, at 44 FR 40860, July 12, 1979; amended by 49 FR 880.

### California Motor Vehicle Code

The State of California has adopted noise standards for areas not regulated by the federal government. State standards regulate noise levels of motor vehicles and motor boats, establish noise impact boundaries around airports, regulate freeway noise affecting classrooms, sound transmission control, occupational noise control, and identify noise insulation standards.

The California Motor Vehicle Code sets operational noise limits according to the type of vehicle and date of manufacture. Table 7-6 describes noise standards for vehicle operation at various speeds.

**Table 7-6**  
**State Motor Vehicle Noise Standards**

Operation of Vehicle	35 mph or less	36 to 45 mph <sup>2</sup>	Over 45 mph <sup>2</sup>
A motor vehicle with a manufacturer's gross vehicle weight rating of 6,000 lbs + & any combination of vehicles towed by such a vehicle.	82 dBA	--	--
A motor vehicle with a manufacturer's gross vehicle weight rating of 10,000 lbs + & any combination of vehicles towed by such a vehicle.	--	86 dBA	90 dBA
A motorcycle other than a motor driven cycle.	77 dBA	82 dBA	86 dBA
Any other motor vehicle and any combination of vehicle towed by such a vehicle.	74 dBA	76 dBA	82 dBA

<sup>1</sup> On streets with a grade not exceeding  $\pm 1\%$ .

<sup>2</sup> On any street.

Source: Excerpts from the California Motor Vehicle Code, 1988.

### **Federal Airport Noise Standards**

Noise standards in Title 21, Public Works, Chapter 25, Division of Aeronautics, of the same code require compatible land uses within a criterion CNEL contour for airports. Compatible and incompatible land uses have been identified for areas within an airport's 65 dB CNEL. Occupational Noise Control Standards are also found in Title 8, Industrial Relations, Chapter 4 of the state Administrative Code. These standards indicate permissible noise level exposure at the work place in terms of permitted hours per workday.

Incompatible land uses within the 65 dB CNEL include: single-family dwellings, multiple-family dwellings, trailer parks, schools of standard construction, and hospitals. Compatible land uses within the 65 dB CNEL include: agricultural, airport uses, industrial uses, commercial uses, open space, and high rise apartments. High-rise apartments must be provided adequate protection against exterior noise has been included in the

design and construction, along with a central air conditioning system. Adequate protection means the noise reduction (exterior to interior) shall be sufficient to assure that interior community noise equivalent level in all habitable rooms does not exceed 45 dB during aircraft operations.

### **Noise Control Programs**

There are a number of programs directly related to noise control which will continue to be implemented or will be created as part of the General Plan's implementation. These programs are described below.

### **Acoustical Analysis**

The City will require that applications for new single-family and multiple-family residential units on sites located within a CNEL contour of 65 dBA or greater (as indicated in the Noise Element) include an acoustical analysis. This analysis will determine the nature and extent of measures that will be required to reduce interior ambient noise levels to 45 CNEL. These noise control measures must reduce noise levels within the interior living space of the units to a CNEL of 45 dBA. These requirements are consistent with Federal guidelines established by the Department of Housing and Urban Development (HUD) and the State's guidelines for land use and noise exposure. The initial step of the program's implementation will involve the preparation of a map indicating areas of concern. Noise contour mapping was completed as part of the preparation of this element. City staff will determine whether a noise analysis will be required for future development by referring to this map. In the event a noise analysis is needed, the nature and extent of any requisite mitigation will be based on the results of the noise study.

### **Design Review**

The City shall continue to implement its current design review procedures. The purpose of the design review process is to ensure that building design, architecture, and site layouts are compatible with surrounding development. Through the design review process, noise compatibility and potential design solutions that will be effective in reducing potential noise exposure will be included in those issues considered during the design review process.



### Environmental Review

The City shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for major projects and those that will have a potential to adversely impact the environment. Issue areas that will be addressed in the environmental analysis includes noise exposure, noise generation, and mitigation measures that will be effective in reducing or eliminating potential noise impacts. In compliance with CEQA, the City shall also assign responsibilities for the verification of the implementation of mitigation measures.

### Implications of the Land Use Plan on the Noise Environment

Based on the projected traffic volumes on City streets, the future noise environment in the City was estimated through the use of the Federal Highway Administration's Noise Prediction Model. Table 7-7 indicates the distance of the 70, 65, and 60 CNEL contours from the roadway centerline and the noise level at 50 feet from the centerline. Noise contours are shown in Exhibit 7-2. Residential land uses should be located, as much as possible, within areas that are compatible with the City's noise guidelines (areas located outside the 65 CNEL).

**Table 7-7**  
**Future Traffic Noise**

Roadway Segment	65 CNEL	60 CNEL	55 CNEL	dBA @50'
Lomita Blvd.	95	282	884	65.53
Narbonne Ave.	--	111	345	61.91
PVDN	89	258	810	65.16
Western Ave.	68	203	639	64.60
Crenshaw Ave.	107	320	1006	66.10
Pacific Coast Highway	121	366	1153	66.69

a Does not consider any construction to the noise path

b Traffic noise levels for receptors within 50 feet of the roadway centerline would require a specific analysis to determine the CNEL Values.

Source: Blodgett/Baylosis Associates, 1997.

## BACKGROUND FOR PLANNING

### Characteristics of Noise

This section of the Noise Element discusses the characteristics of noise, the existing noise environment in the City, and stationary and mobile sources of noise.

Every day, people are subject to a multitude of sounds in the urban environment. Many of these sounds are by-products of day-to-day activities. The type of annoyance produced by sound depends on its loudness, duration, time of day, impulse character, pure tone content, variability, the season of the year, and the community. Individual annoyance is relative and variable.

Community noise levels are measured in terms of the A-weighted decibel (dBA). A-weighting is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. Additional units of measurement have been developed to evaluate the longer term characteristics of sound. One of the more common noise measurements uses statistical samples in terms of percentile noise levels. For example, the  $L_{10}$  noise level represents the noise level that is exceeded 10 percent of the time. The  $L_{50}$  noise level represents the median noise level; half the time, noise exceeds this level, and half the time noise is less than this level. The  $L_{90}$  noise level represents the background noise since it is the noise level experienced 90 percent of the time. The equivalent noise level ( $L_{eq}$ ) is a single-number representation of the fluctuating sound level in decibels over a specified period of time. It is a sound-energy average of the fluctuating level.

The Community Noise Equivalent Level (CNEL) is the noise measurement that represents an average of all measured noise levels obtained over a specified period of time. The Ldn scale represents a time weighted 24-hour average noise level based on the A-weighted decibel. Time weighting refers to the fact that noise during certain sensitive time periods such as the late



evening and early morning hours. The CNEL scale includes an additional 5 dB adjustment to sounds occurring in the evening (7:00 p.m. to 10:00 p.m.) and an addition of 10 dB to sounds occurring in the late evening and early morning hours (between 10:00 p.m. and 7:00 a.m.). Ldn and CNEL are generally considered to be equivalent descriptors of the community noise environment and are within +/- 1.0 dB. Representative noise sources and sound levels are shown in Exhibit 7-3

Noise in the City is created by vehicular noise along major roadways and aircraft flyovers to and from Torrance Airport. Stationary noise sources in Lomita are concentrated in the commercial areas on Pacific Coast Highway, Western Avenue and Lomita Boulevard.

Some industrial activities may result in high noise levels when machinery is in operation. Commercial and business activities, clients and patrons are the main sources of noise along Pacific Coast Highway, Narbonne Avenue, Western Avenue, Lomita Boulevard and other commercial corridors. Residential areas contribute resident gatherings and activities, vehicles and operating household equipment to the ambient noise environment. Schools create their own type of noise from buses, students, school activities, and outdoor games. Certain activities are particularly sensitive to noise. These include sleeping, studying, reading, leisure and other activities requiring relaxation or intense concentration.

Hospitals and convalescent homes, churches, libraries, schools, and child care facilities are considered noise-sensitive uses and are best located away from noise sources. Residential areas are also recommended away from noise-impact areas. In Lomita, noise-sensitive land uses include local schools and child care facilities, churches, the Lomita Library, and residential areas. Residential developments and mobile home developments are located along Lomita Boulevard, Crenshaw Boulevard, and Narbonne Avenue, three of the City's major thoroughfares, and may be subject to vehicular noise throughout the day. Pacific Coast Highway and Western Avenue are a major source of noise. Since these roadways are lined with commercial land uses, the

City's residential areas are separated from the vehicular noise on these roadways by 200 to 500 feet of commercial land uses and structures.

### Community Noise Survey

A community noise survey was conducted by Blodgett/Baylosis Associates on Tuesday, February 11, 1997 between 10:00 a.m. and 2:00 p.m. to document the existing noise environment. Seven locations were selected for the surveys and noise was metered for a 10 minute interval at each site. The noise measurement results are representative samples of developed residential, commercial, and light industrial areas. The noise measurement results should be used as a general guideline or indication of noise levels within the community. A summary of the noise measurements is shown in Table 7-8. The noise measurement locations are depicted in Exhibit 7-4.

**Table 7-8**  
**Existing Noise Levels (dBA)**

Site Location	L <sub>max</sub>	L <sub>10</sub>	L <sub>33</sub>	L <sub>50</sub>	L <sub>90</sub>
Lomita Blvd at Lomita Dr.	119	104	101	99	90
Lomita School	131	101	97	95	93
Lomita Park	111	102	96	92	83
PCH/Pennsylvania	130	113	105	104	97
Fleming School	137	107	99	97	91
P.C.H./Narbonne	124	115	111	110	105
PVDN/Western	130	109	105	104	99

L<sub>max</sub> maximum sound level recorded

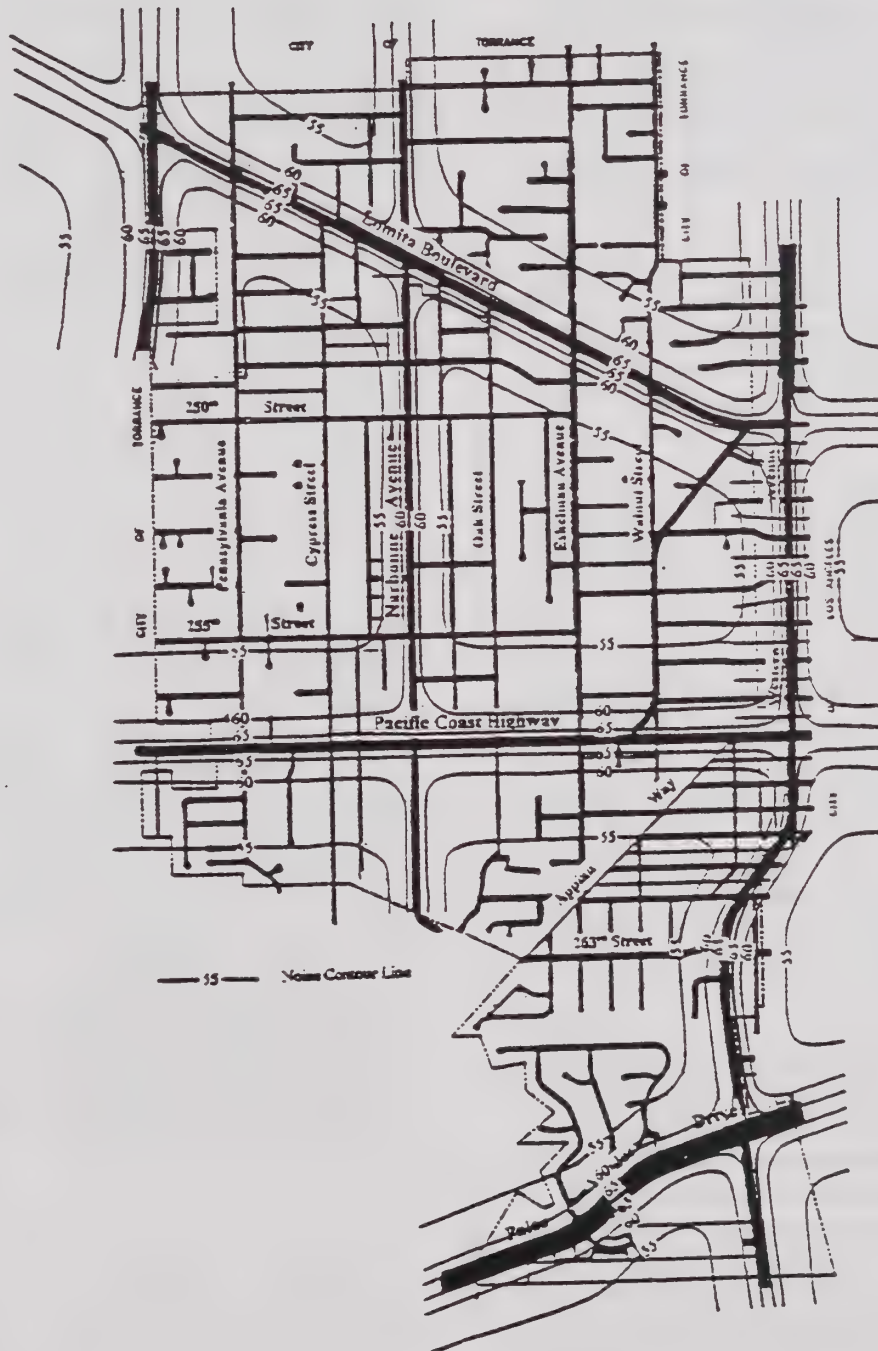
L<sub>10</sub> sound level exceeded 10% of the time

L<sub>33</sub> sound level exceeded 33% of the time

L<sub>50</sub> sound level exceeded 50% of the time

L<sub>90</sub> sound level exceeded 90% of the time (also considered as the background noise level)

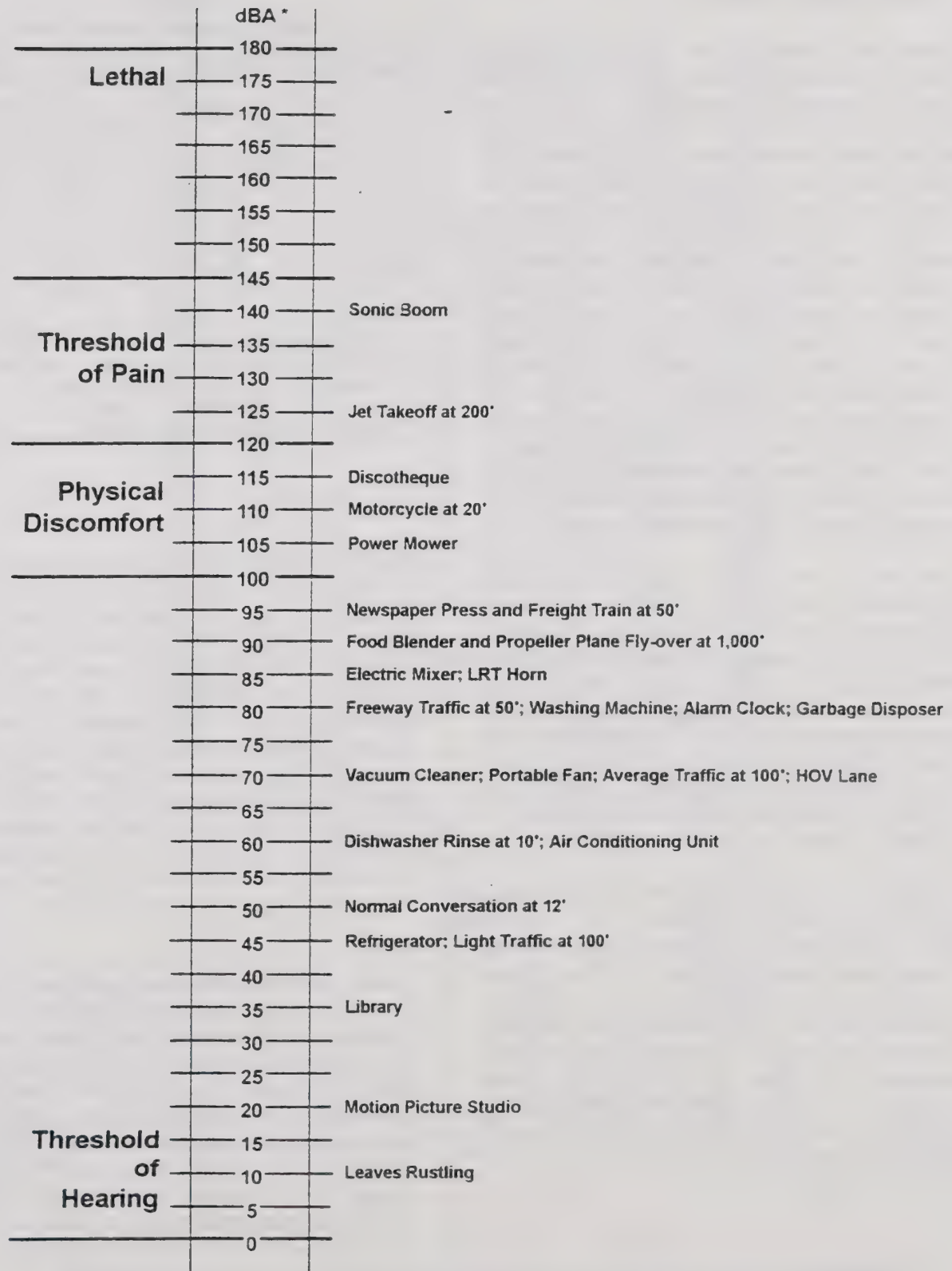
Source: Blodgett/Baylosis Associates, 1997.



**EXHIBIT 7-2**  
**FUTURE NOISE CONTOURS**

Source: Blodgett/Baylosis Associates





\*The unit of sound is the decibel (dB). The loudness of sound is typically measured using a sound meter, the A-Scale of which corresponds closely to the way the human ear perceives sound. Thus the sound level for noise evaluations is frequently expressed in dBA.

## EXHIBIT 7-3 TYPICAL NOISE LEVELS

Source: Blodgett/Baylous Associates

## Traffic Noise Levels

Noise along transportation corridors is highest near the roadway and decrease as the distance from the roadway (noise source) increases. Thus, they may be shown as contours representing equal noise exposures along the roadway. The contours provide a visualization of estimates of sound level. Land forms and manmade structures have very complex effects on sound transmission and on noise contours. Generally, solid barriers between a source and receiver, such as hills, berms and walls absorb and/or reflect noise resulting in a quieter environment. Where barriers or land forms do not interrupt the sound transmission path from source to receiver, the contours generally prove to be good estimates of average noise level. In areas where barriers or land forms interrupt the sound transmission, the noise contours typically overestimate the extent to which a source intrudes into the community.

The roadway noise contour data for Lomita were generated with the Federal Highway Administration's Highway Traffic Noise Prediction Model, U.S. Department of Transportation (1978). Model input data included existing average daily traffic volumes, day/evening/night percentages of autos, medium, and heavy trucks; vehicle speeds; ground attenuation factors; and roadway widths. The distances from the roadway centerline to the 60, 65 and 70 dB CNEL contours for the existing conditions (1996) are provided in Table 7-9.

As indicated in Table 7-9, Pacific Coast Highway (SR-1), Crenshaw Boulevard and Lomita Boulevard are the major generators of noise within Lomita, generating more than 65 CNEL at 50 feet from the roadway's centerline. All other streets generate less than 65 CNEL at 50 feet from the roadway's centerline. Noise contours along major roadways are shown in Exhibit 7-5. These contours do not consider the presence of structures, berms, and trees and other barriers along the noise path.

**Table 7-9**  
**Existing Roadway Noise Levels**

Roadway Segment	Distance From Roadway Centerline to CNEL (in feet) <sup>a</sup>			CNEL @ 50' from Centerline
	65 CNEL	60 CNEL	55 CNEL	
Lomita Blvd.	87	253	794	65.07
Narbonne	-	101	310	61.45
PVDN	81	233	728	64.69
Western	63	183	574	64.14
Crenshaw	97	288	904	65.63
Pacific Coast Highway	110	329	1036	66.22

<sup>a</sup> Does not consider any obstructions to the noise path.

<sup>b</sup> Traffic noise levels for receptors within 50 feet of the roadway centerline would require a site-specific analysis to determine the CNEL values.

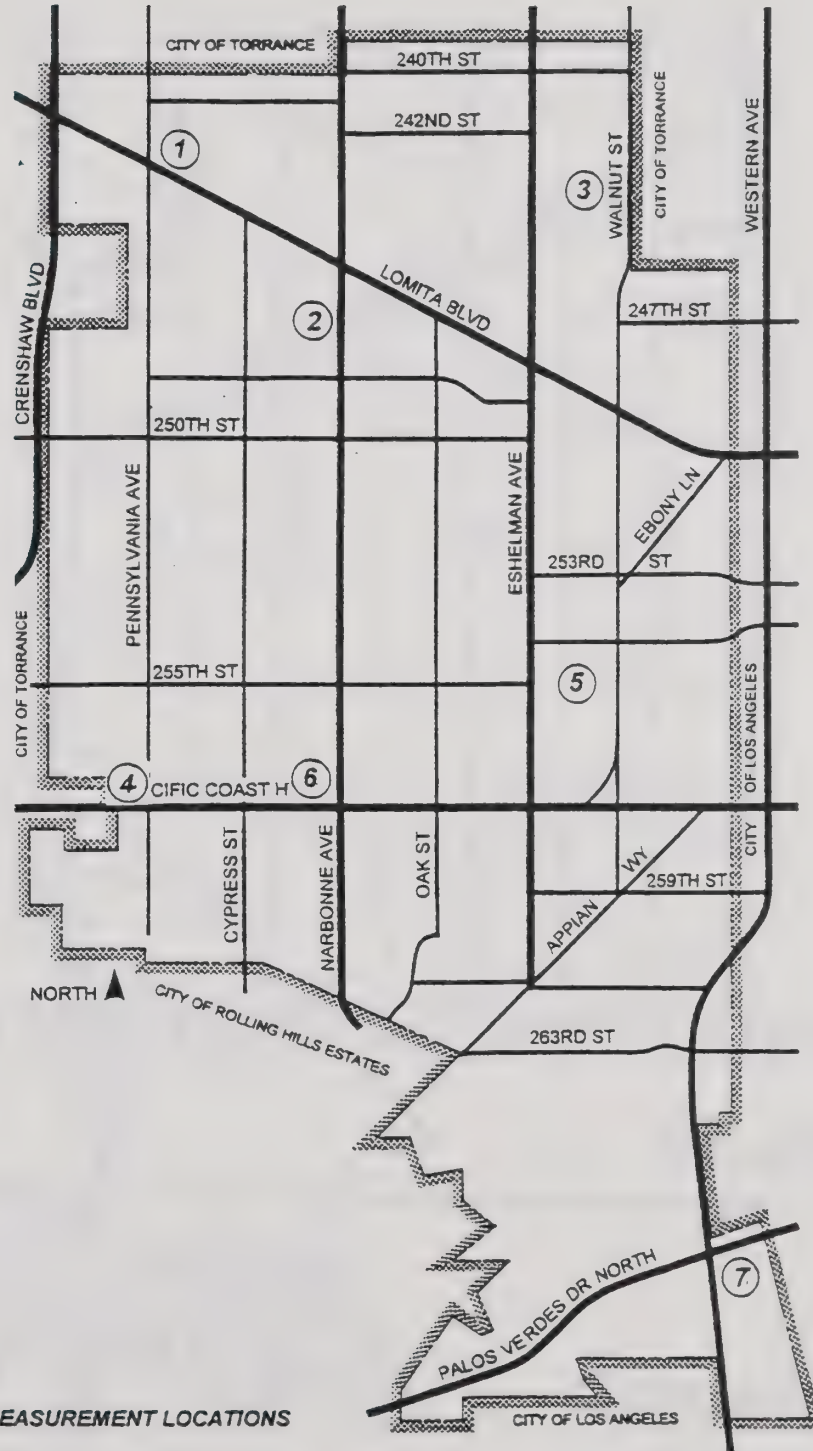
Source: Blodgett/Baylosis Associates, 1997.

## Airport Noise

The Torrance Municipal Airport is located just west of Crenshaw Boulevard and the City limits, between Lomita Boulevard and Pacific Coast Highway. This airport is a general aviation airport used by private aircraft and helicopters. Approximately 189,000 take off and landing operations occurred at this airport in 1995, with slightly fewer operations in 1996. As shown in Exhibit 7-6, the City of Lomita is not located within the noise impact areas of the Torrance Airport, although overflights from this airport are sources of transportation related noise in the City of Lomita. Helicopters that fly over the City also generate noise levels ranging from 85 to 95 dBA..

Noise from this airport and from aircraft flyovers affects the surrounding areas, as shown in Exhibit 7-5. Noise levels greater than 60 dB CNEL are generally confined within the airport property. Even the 60 CNEL noise contour does not extend west of Crenshaw Boulevard due to an active noise abatement program and due to decreasing aircraft operations at the airport. But the flight patterns of the aircraft using Torrance Airport extend over the western section of the City and may affect residential areas between Crenshaw and Arlington, including Hathaway Park.





1 NOISE MEASUREMENT LOCATIONS

# EXHIBIT 7-4 NOISE MEASUREMENT LOCATIONS

Source: Blodgett/Baylosis Associates



Source: Blodgett/Baylosis Associates

***ECONOMIC DEVELOPMENT  
ELEMENT***

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***City of Lomita  
General Plan***





## **INTRODUCTION TO THE ECONOMIC DEVELOPMENT ELEMENT**

The City of Lomita functions much like a private business - managing resources and funding activities to meet the needs of its customers. To guide and manage services, successful businesses prepare and adhere to a business plan. Similarly, the City of Lomita will manage its economic development effort with a business plan, consisting of a mission statement, general implementation actions, and specific goals for targeted areas.

The Economic Development Element serves as a long range guide for City's economic development. The Element identifies those areas of the City that have been targeted for economic redevelopment, revitalization, and rehabilitation. This Element provided the framework for strategic planning in the City

### ***Relationship to the General Plan***

The Economic Development Element serves as a strategic plan for the City's economic revitalization and establishes relevant policies. The Element, is not mandated by the State for inclusion into the General Plan. However, once adopted, the Element has the same force of law as the other mandatory General Plan Elements.

Policies included in the Economic Development Element reflect the policies contained within the other General Plan Elements. The Land Use and Housing Elements indicate the location and extent of development in the City. The Circulation Element provides for the development of a transportation network that will support the ultimate land uses under the Land Use Plan. The Safety Element identifies hazards that need to be considered in land use planning for the City. The noise contours in the Noise Element is used as a guide to establish the land use patterns in the Land Use Element to ensure that future

development minimizes exposure of community residents to excessive noise. The Economic Development Element consists of the following sections:

- ☐ The *Introduction to the Economic Development Element* provides an overview of the Element's scope and content.
- ☐ The *Economic Development Policies* articulates City policies related to economic development.
- ☐ *Economic Development Plan* identifies those areas of the City targeted for economic development strategies.
- ☐ *Background for Planning* describes existing conditions in the City relative to economic development.

## **ECONOMIC DEVELOPMENT ELEMENT POLICIES**

The mission statement for the City's economic development effort is as follows:

*The mission of the economic development effort is to actively support the development and expansion of existing businesses, and to proactively recruit quality revenue-generating uses that diversify and expand the City's economic base, offer a variety of products and services, increase employment opportunities, enhance fiscal resources, preserve and enhance Lomita's unique historic appeal, and contribute to the quality of life for Lomita residents.*

The City's "Mission" will be realized through the implementation of the policies and programs contained in the Economic Development Element. The following policies related to economic development were developed to support the aforementioned objectives.

***Economic Development Policy 1***

The City will promote and support revitalization within the City's commercial districts.

***Economic Development Policy 2***

The City will continue to encourage the development of prosperous tourist, commercial, and entertainment uses along Pacific Coast Highway.

***Economic Development Policy 3***

The City will promote the improvement and revitalization of existing commercial areas and neighborhood shopping centers.

***Economic Development Policy 4***

The City will encourage a balance of land uses within Lomita to meet the needs of residents and visitors.

***Economic Development Policy 5***

The City will encourage a diversity of land uses and businesses within the City's commercial districts.

***Economic Development Policy 6***

The City will oversee maintenance or expansion of the infrastructure to keep pace with the development envisioned under the Land Use Plan.

***Economic Development Policy 7***

The City will work to develop strategies to reduce infrastructure costs for future development within the City's commercial districts as a means to stimulate economic development.

***Economic Development Policy 8***

The City will strive to attract destination-oriented businesses that will stimulate commercial activity and investments in the community.

## ***ECONOMIC DEVELOPMENT PLAN***

***Implementation Programs***

Listed below is a list of actions to guide the overall

implementation efforts. These programs address resource and staffing commitments, use of City assets, and refinement of City processes. These actions will guide City implementation efforts.

***Financial Resources Commitment***

The City will annually dedicate funds to support economic development and infrastructure improvement activities.

***Economic Development Team***

The City will form a team which will be responsible for: (1) working with local businesses to assist, where feasible, with their expansion needs, (2) actively recruiting developers/users to locate in Lomita, (3) coordinating City economic development efforts, and (4) working with City staff to continually upgrade the City's community development, engineering and building inspection services.

***Business Retention/Expansion***

The strike team will work with the Lomita Chamber of Commerce to identify and facilitate business development and expansion opportunities involving existing Lomita businesses.

***Economic Base Diversification***

Emphasis will be placed on pursuing opportunities that will dynamically diversify Lomita's economic base beyond local-serving retail uses.

***Environmental Compatibility***

In order to protect and enhance Lomita's unique architectural character, all new development projects will be reviewed with added emphasis on their compatibility with their environmental setting to insure preservation of Lomita's historic image.

***Street scape Improvements***

Future improvements to Street scape and medians for all major arterials, particularly Lomita Boulevard and Pacific Coast Highway, will be designed to impart a sense of place, a feeling unique only to Lomita so that residents and visitors will experience a sense of arriving at a special destination when traveling to or through Lomita.

***Prepare New and Update Existing Information Documents***

On an ongoing basis, City staff will prepare new,



and update existing, promotional and community information documents for circulation to potential users and developers.

### **Target Area Goals and Programs**

The City will target its economic development efforts in the following three primary commercial areas:

- ☐ Downtown Lomita, near intersection of Lomita Boulevard and Narbonne Avenue;
- ☐ Pacific Coast Highway Corridor; and
- ☐ East Lomita Boulevard, between Eshelman Avenue and Walnut Street.

Efforts in these target areas are designed to focus City resources on:

- ☐ Working with property owners, business owners, and developers to assist them in realizing their development objectives consistent with this Economic Development Element,
- ☐ Constructing and/or improving street and drainage infrastructure to facilitate rehabilitation and redevelopment, and
- ☐ Capturing the projected demand for retail and office commercial uses during the next five years.

The challenge when pursuing implementation activities will be to balance limited City resources with the significant investment needs, and, the design needs of developers/users with the architectural and environmental compatibility desires of the community.

### **Downtown Lomita**

#### Demonstration Rehabilitation Program:

- ☐ Interview property owners, tenants, and City leaders to ascertain desired results of rehabilitation activities in the Downtown.
- ☐ Conduct survey of the Downtown to inventory existing building areas, parking constraints,

infrastructure needs, and surface potential rehabilitation and redevelopment activities.

- ☐ Identify specific public improvement needs, infrastructure deficiencies, and potential parking lots in the Downtown area.
- ☐ Select a specific block to focus initial rehabilitation efforts.
- ☐ Identify funding resources available to fund rehabilitation activities.
- ☐ Prepare and adopt Rehabilitation Program Guidelines for the Downtown area.

#### Planning Activities:

- ☐ Prepare Design Guidelines that will establish parameters within which development and rehabilitation activities will be promoted.
- ☐ Prepare a Downtown Specific Plan to establish special development standards, including provisions for off-street parking, landscaping and signage requirements, outdoor seating and display requirements to the extent desired for Downtown.
- ☐ Amend zoning ordinance to prohibit Institutional uses within the "downtown" area.

#### Promotional Activities:

- ☐ Develop list of desired users for Downtown properties.
- ☐ Formulate and implement a marketing program specific to the Downtown to solicit property owner and developer interest in development and rehabilitation activities.

### **Pacific Coast Highway**

#### Planning Activities:

- ☐ Conduct vision workshop for Pacific Coast Highway corridor with City Council, community leaders, businesses, property owners, and residents to ascertain desired uses and design qualities.

- ☐ Select a specific block to focus initial rehabilitation/redevelopment effort.
- ☐ Conduct survey of the demonstration block to inventory existing building areas, parking constraints, infrastructure needs, and surface potential rehabilitation and redevelopment activities.
- ☐ Determine available City resources to facilitate rehabilitation or redevelopment.
- ☐ Evaluate rehabilitation potential of demonstration block.
- ☐ Prepare and implement a strategy for the rehabilitation/redevelopment of the demonstration block.

#### Promotional Activities:

- ☐ Identify desired users and solicit user interest for the rehabilitation potential of the demonstration block.

### **East Lomita Boulevard**

#### Planning Activities:

- ☐ Focus automotive service and parts uses in this area while providing adequate buffered and screened areas for vehicle and equipment storage.

#### Promotional Activities:

- ☐ Work with property owners of vacant lot on north side of Lomita Boulevard and east of Eshelman Avenue to facilitate development of these infill lots.

## **BACKGROUND FOR PLANNING**

The City of Lomita is located in the South Bay area of Los Angeles County. The City is surrounded by the City of Torrance to the west and north, the City of Los Angeles to the east, and the Cities of

Rancho Palos Verdes and Rolling Hills Estates to the south. The City's commercial districts are located along the City's five primary arterials: Crenshaw Boulevard, Lomita Boulevard, Narbonne Avenue, Pacific Coast Highway, and Western Avenue; these commercial areas are built out and feature a varied mix of retail, light industrial, office, public, and residential uses.

The Lomita market area includes the City and the surrounding areas. For neighborhood retail and service commercial uses, the market area encompasses the areas within 3 miles of the City. For regional retail uses, the market area is larger - 5 miles for mid size shopping centers, and 10 miles for auto dealerships and large shopping centers. Both the 3 and 5 mile areas generally incorporate the South Bay. The 10 mile area extends to portions of El Segundo, Hawthorne, south central Los Angeles, and Long Beach.

### **Demographics**

Table 8-1 presents a statistical profile of these different population groups. Like much of the greater South Bay area, the City's population has remained relatively stable for the past 15 years because the area is generally built out. According to the State Department of Finance's population estimates for January 1996, Lomita has approximately 20,100 residents. The City's population constitutes approximately 4.9% of the 406,074 residents within a 5 mile area surrounding the City. According to the Southern California Association of Governments (SCAG) projections, population in the City and the South Bay will not increase dramatically over the next ten years. The City's population is expected to increase by 0.97% annually to 22,041 by the year 2006, while the greater South Bay area is anticipated to grow at a slightly lower rate of 0.35% annually to 420,600. The chart below depicts historic and projected population growth rates for Lomita, the South Bay, Los Angeles County and the State of California.

According to an Urban Decision Systems demographic profile based on the 1990 Census, Lomita households are markedly smaller than those of the greater South Bay area. The average household size in Lomita is 2.44 persons, while household sizes of the surrounding 3, 5 and 10 mile areas are between 2.76 and 2.80 persons.



Further, a substantial proportion of Lomita households are composed of non-family persons. The 1990 Census reports that 37.3% of Lomita households are non-family, while approximately 29% of households in the 3 and 5 mile radius of Lomita are non-family.

Although typified by smaller household sizes and fewer families, Lomita households are generally the same median age as those of the surrounding areas. Statistics from the 1990 Census report that the median age of Lomita households is 32.6 years, while the median ages of the 3 and 5 mile areas are 33.1 years and 32.9 years respectively.

### ***Incomes***

Median household incomes in Lomita are substantially lower than the greater South Bay area. Estimates of 1996 household incomes from Urban Decision Systems indicate the median household income of Lomita households is \$45,149. By contrast, the median income of the surrounding 3, 5 and 10 mile areas are \$51,254, \$50,513, and \$45,200, respectively. Lomita can be generally characterized with more lower and middle income households than the greater South Bay. According to the 1990 Census, approximately 33.4% of Lomita households made less than \$25,000 annually, and only 4.4% of Lomita households made more than \$100,000. By contrast, approximately 25.9% of households within 3 miles made less than \$25,000, and approximately 12.0% made more than \$100,000.

### ***Housing***

Despite lower incomes, housing values in Lomita are quite comparable to those of the surrounding areas, causing many households to dedicate more income to housing costs and leaving fewer dollars for discretionary expenditures. The 1990 Census reports that the median housing value in Lomita is \$296,033. Median housing values of the surrounding 3 and 5 mile areas are \$332,206, and \$330,507, respectively. Because 1990 housing values of the surrounding 10 mile area are much lower (\$249,306), these statistics indicate that the South Bay area is generally more costly than most areas in Los Angeles County. Costly South Bay housing and lower incomes are the primary reason why fewer Lomitans own their homes. According

to the 1990 Census, only 44.2% of the Lomita housing stock is owner-occupied, while 56.4% of the housing within a 3 mile radius is owner-occupied.

Rents in Lomita are virtually the same as those of the surrounding, more affluent areas, but much higher than the most of Los Angeles County. According to the 1990 Census, median rents in Lomita are approximately \$649 per month, which is nearly the same as those of the 3 mile area (\$653 per month) and the 5 mile area (\$654 per month). Median rents of the surrounding 10 mile area are approximately \$598 per month, substantially lower than Lomita and the South Bay area.

By comparing the higher rent levels, higher housing values, and equal income levels between Lomita and those within 10 miles, it can be concluded that local factors such as land prices and housing supply greatly influence housing costs in Lomita.

### ***Ethnicity and Education***

Lomita is much less ethnically diverse than the population within 3, 5 and 10 miles. Only 2.4% of Lomita households are black, versus 4.3% of the population within 3 miles, and 17.2% of the population within 10 miles. Lomita also has fewer Hispanic households than the surrounding area. The 1990 Census reports that 19.0% of Lomita households are of Hispanic-origin, versus 25.1% of the households within 3 miles, 28.3% of the households within 5 miles, and 27.2% of the households within 10 miles. Asian households in Lomita account for approximately 12.0% of the population, as compared to 18.0% of the population of the surrounding areas.

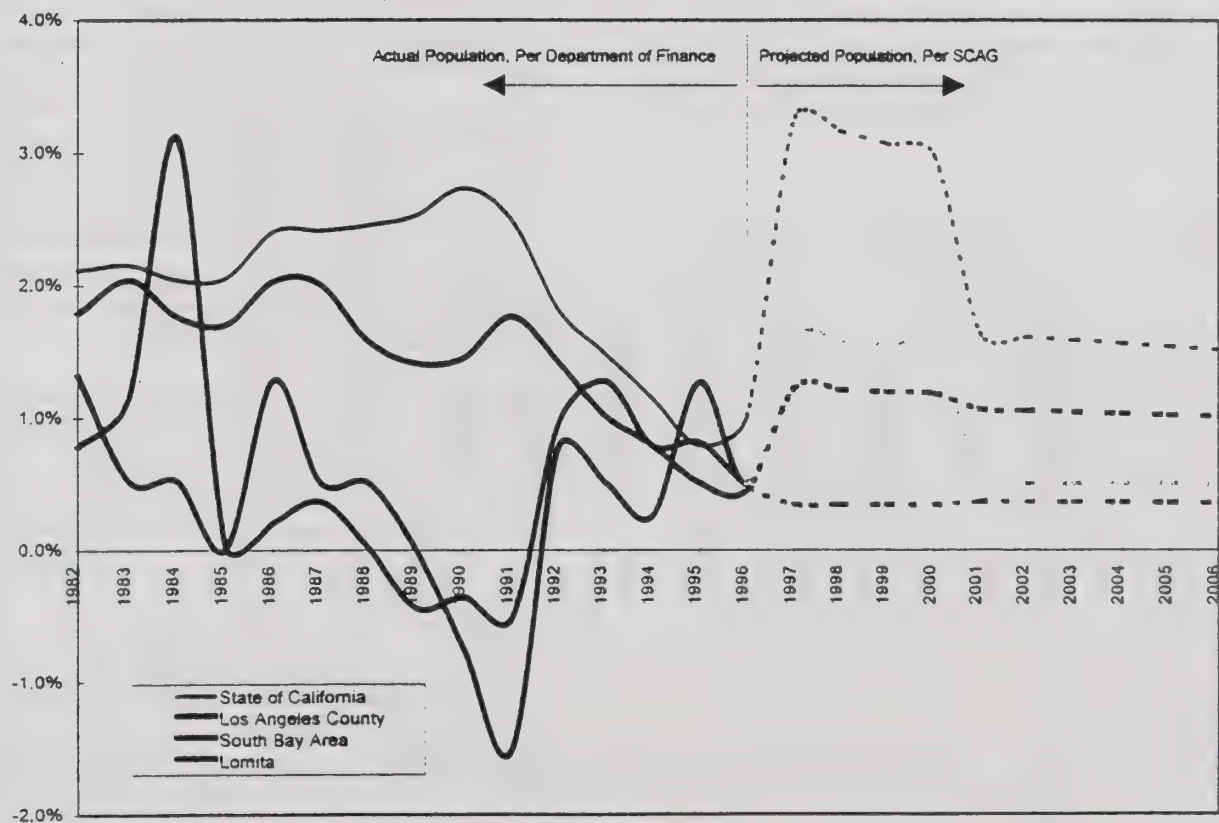
Despite having the highest rate of high school graduates in the area, the rate of advanced education achievement in Lomita is somewhat lower than the surrounding population. According to the 1990 Census, 79.8% of Lomitans have high school diplomas. However, fewer Lomitans have moved on to pursue a college degree. Approximately 1 in 5 adults in Lomita have a college degree, while more than 1 in 4 adults within 5 miles have received at least a bachelor's degree.



**TABLE 8-1**  
**POPULATION PROFILE, LOMITA MARKET AREA**

	LOMITA	3 MILE RADIUS	5 MILE RADIUS	10 MILE RADIUS
<b>Population</b>				
2006 Projection	22,041	170,644	420,600	1,280,233
2001 Projection	21,498	167,609	413,118	1,257,460
1996 Estimate	20,100	164,751	406,074	1,236,020
Median Age, 1990	32.6	33.1	32.9	30.8
Median Household Size, 1990	2.44	2.76	2.79	2.80
% of Single Person Households, 1990	29.3%	22.4%	22.9%	25.3%
% of Nonfamily Households, 1990	37.3%	28.7%	29.8%	33.8%
<b>Incomes</b>				
Median Household Income, 2006	\$ 73,305	\$ 80,420	\$ 79,767	\$ 74,608
Median Household Income, 2001	\$ 57,960	\$ 64,346	\$ 63,640	\$ 58,092
Median Household Income, 1996	\$ 45,149	\$ 51,254	\$ 50,513	\$ 45,200
% of Households Below \$25,000	33.4%	25.9%	27.0%	33.2%
% of Households Above \$100,000	4.4%	12.0%	11.8%	8.1%
<b>Housing</b>				
Median Housing Value, 1990	\$ 296,033	\$ 332,206	\$ 330,507	\$ 249,306
Ownership Ratio	44.2%	56.4%	53.2%	45.6%
Median Rent Level, 1990	\$ 649	\$ 653	\$ 654	\$ 598
<b>Ethnicity</b>				
% of Spanish-Origin Households, 1990	19.0%	25.1%	28.3%	27.2%
% of Black Households, 1990	2.4%	4.3%	4.0%	17.2%
<b>Education</b>				
% With High School Diploma or Better	79.8%	79.4%	77.2%	74.7%
% With Bachelor's Degree or Better	20.3%	27.6%	27.5%	23.5%
Source: Urban Decision Systems; 1990 Census; CA Dept. of Finance; SCAG				

**CHART 1**  
**HISTORIC AND PROJECTED POPULATION GROWTH RATES**



## Employment

The following is a summary of the labor force in Lomita based on statistics from the 1990 Census and the State of California Employment Development Department.

According to the State Employment Development Department, unemployment in the City of Lomita and the South Bay is generally well below the County average. The estimated unemployment rate in May 1997 for Lomita is 4.5%, which is only slightly higher than the South Bay average of 4.0%. However, the South Bay has a much lower unemployment rate than the County's 7.0% rate. The chart below summarizes employment and unemployment statistics for the County, the South Bay and Lomita.

The work force is defined as the total number of employed persons residing within a given area. According to the 1990 Census, the Lomita work force consists of 10,249 persons, or 0.24% of the County total. The State Employment Development Department estimates that nonagricultural jobs in Los Angeles County are anticipated to increase by 7.6% between 1992 and 1999. Within the County, industries projected to have the highest growth rates include Services (16.4% growth), Retail Trade (7.7%) and Transportation (7.7%). Industries anticipated to experience jobs reductions include Durable Goods Manufacturing (9.6% reduction) and Communication and Utilities (0.5% reduction). However, because local employment opportunities for many industries are greatly predicated on land use policies, these projected changes to the County work force may not have the same impact on the Lomita work force.

The breakdown of the Lomita work force by industry is provided in Table 8-2. Employment opportunities within Lomita are primarily limited to retail, government and service industries. According to 1992 statistics from the State Employment Development Department, there are approximately 3,271 jobs within Lomita. The largest proportion of these jobs are within the Retail Trade industry, which accounts for approximately 1,064 jobs, or 32.5% of the total. Other major industries of employment in Lomita include Services, which accounts for 746 jobs

(22.8%), Government, 644 jobs (19.7%), and Finance/Insurance/Real Estate, 224 jobs (6.8%).

## Retail Sales

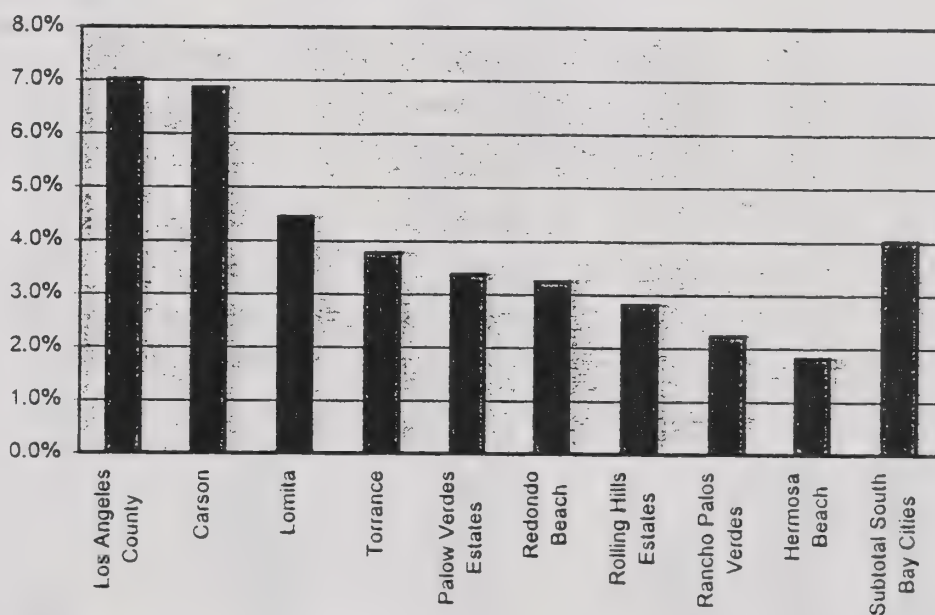
Overall, Lomitans shop for goods and services outside the City. According to sales tax collections from the State Board of Equalization, a total of \$67,830,000 of taxable sales occurred in Lomita in 1995; these 1995 sales were equal to \$3,392 per Lomita resident. By contrast, taxable sales in the County (which has a similar per capita income as Lomita) were \$5,471 per capita during the same time period. This disparity between per capita sales between Lomita and the County suggests that approximately \$2,079 taxable sales per capita were lost to other communities in 1995; this per capita leakage translates into over \$41.5 million in taxable sales transactions. Within a 5 mile radius of the City, Lomita accounts for 4.7% of the total population, but only 3.1% of the retail (taxable and nontaxable) sales. Table 8-3 summarizes taxable and nontaxable sales figures compiled by Urban Decision Systems for the year 1994.

As indicated in Table 8-3, retail sales leakage is particularly prevalent in the lumber/building materials, general merchandise, automotive sales, apparel, and home furnishings categories. Most of the sales leakage is lost to the City of Torrance at large, modern neighborhood and regional shopping centers proximate to the Lomita city boundaries. These competing retail centers are successfully luring consumers away from Lomita businesses because they house nationally-recognized retailers that offer a variety of goods in effectively designed centers with easy access and parking. Table 8-4 summarizes taxable retail sales of South Bay cities on a per capita basis.

Competition from retail establishments in Torrance has had a profound impact on businesses in Lomita. Since 1990, taxable retail sales in Lomita have declined by 9%, while sales in the neighboring City of Torrance grew by 12.8% over the same time period. Adjusted for inflation, current taxable sales volumes in Lomita are at their lowest levels in over 15 years. Table 8-5 presents a summary of the historic taxable sales trends in the City, reflecting both actual and inflation-adjusted figures.



**CHART 2**  
**UNEMPLOYMENT RATES, MAY 1997**



Source: California Employment Development Department, May 15, 1997

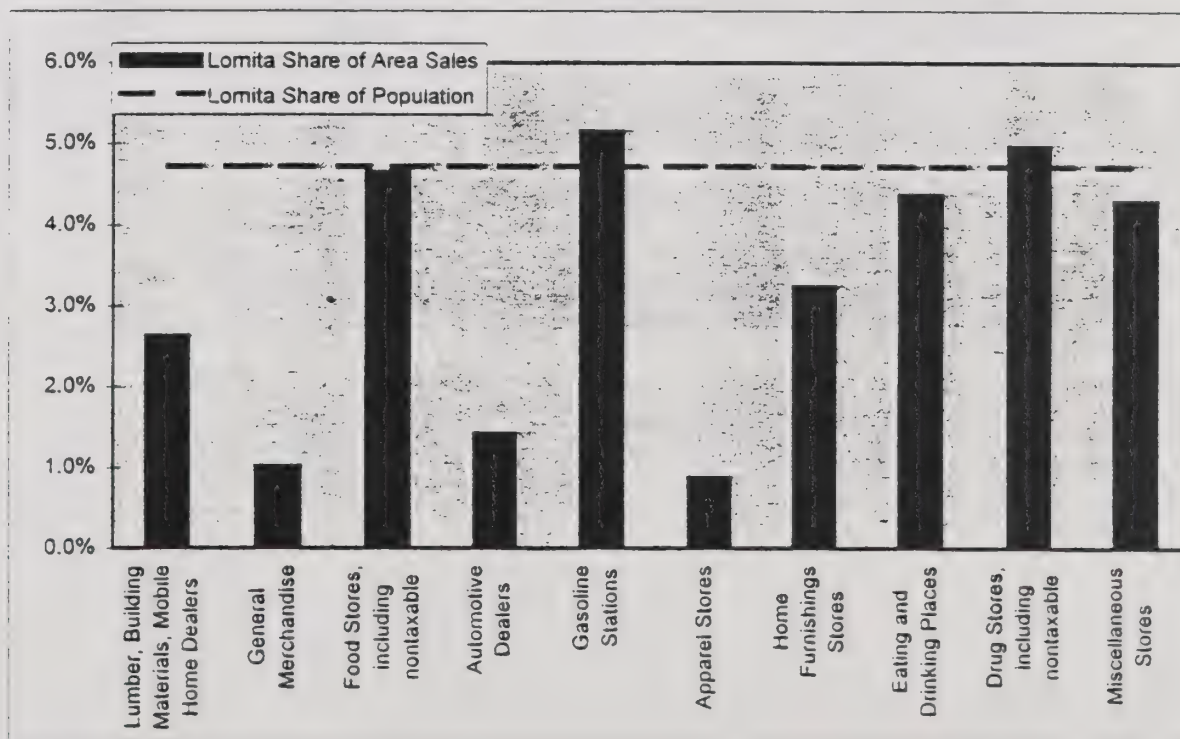
**TABLE 8-2**  
**LOMITA WORK FORCE BY INDUSTRY, 1990**

INDUSTRY	STANDARD INDUSTRIAL CODE (SIC)	COUNTY WORK FORCE	LOMITA WORK FORCE	LOMITA SHARE OF COUNTY
Agriculture, forestry and fisheries	(000 - 039)	54,215	147	0.27%
Mining	(040 - 059)	6,911	38	0.55%
Construction	(060 - 099)	246,580	636	0.26%
Manufacturing, nondurable goods	(100 - 229)	307,002	386	0.13%
Manufacturing, durable goods	(230 - 399)	554,335	2,042	0.37%
Transportation	(400 - 439)	186,041	496	0.27%
Communications and other public utilities	(440 - 499)	102,964	223	0.22%
Wholesale trade	(500 - 579)	213,097	622	0.29%
Retail trade	(580 - 699)	647,951	1,632	0.25%
Finance, insurance, and real estate	(700 - 720)	327,998	573	0.17%
Business and repair services	(721 - 760)	264,282	813	0.31%
Personal services	(761 - 799)	156,643	253	0.16%
Entertainment and related services	(800 - 811)	130,529	130	0.10%
Professional and related services	(812 - 899)	884,343	2,004	0.23%
Health services	(812 - 840)	302,332	712	0.24%
Educational services	(841 - 860)	285,612	682	0.24%
Other professional and related services	(861 - 899)	296,399	610	0.21%
Public administration	(900 - 939)	120,901	254	0.21%
TOTAL		4,203,792	10,249	0.24%

Source: 1990 Census

**TABLE 8-3**  
**RETAIL SALES VERSUS POPULATION, 1994**

CATEGORY	TOTAL AREA SALES (5 MILE RADIUS)	LOMITA SALES	LOMITA SHARE OF AREA SALES	LOMITA SHARE OF POPULATION
Lumber, Building Materials, Mobile Home Dealers	\$ 180,268	\$ 4,755	2.6%	4.7%
General Merchandise	555,769	5,656	1.0%	4.7%
Food Stores, including nontaxable	793,809	36,988	4.7%	4.7%
Automotive Dealers	941,057	13,437	1.4%	4.7%
Gasoline Stations	182,474	9,411	5.2%	4.7%
Apparel Stores	215,594	1,897	0.9%	4.7%
Home Furnishings Stores	264,189	8,583	3.2%	4.7%
Eating and Drinking Places	502,675	22,022	4.4%	4.7%
Drug Stores, including nontaxable	187,526	9,337	5.0%	4.7%
Miscellaneous Stores	380,527	16,390	4.3%	4.7%
<b>Total</b>	<b>\$ 4,203,888</b>	<b>\$ 128,476</b>	<b>3.1%</b>	<b>4.7%</b>



Source: Urban Decision Systems



**TABLE 8-4**  
**PER CAPITA TAXABLE RETAIL SALES, 1995**

CITY	TOTAL SALES (THOUSANDS)	POPULATION	SALES PER CAPITA
1 Torrance	2,045,445	139,100	14.705
2 Rolling Hills Estates	104,771	8,175	12.816
3 Redondo Beach	546,566	63,600	8.594
4 Carson	656,113	87,800	7.473
5 Gardena	351,120	54,200	6.478
6 Hermosa Beach	115,932	18,600	6.233
7 Lomita	67,830	20,000	3.392
8 Rancho Palos Verdes	46,723	42,450	1.101
9 Palos Verdes Estates	8,461	13,900	0.609
South Bay Totals	3,942,961	447,825	8.805
L.A. County Totals	51,028,543	9,327,300	5.471

Source: California State Board of Equalization, Retail Store Sales reported by  
 "Taxable Sales In California" Annual Report

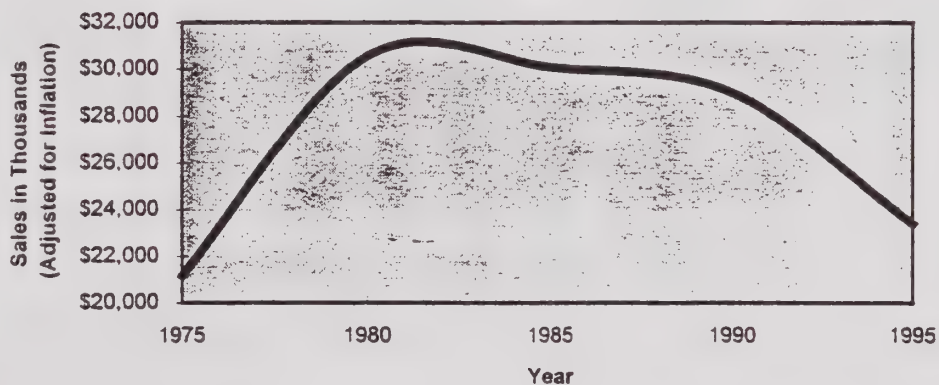
***Future Demand for Retail in Lomita***

Among the challenges confronting Lomita's economic development effort will be identifying retail opportunities in a marketplace dominated by Torrance. Because the population of the South Bay is projected to experience only modest increases over the next ten years, retail developments in both Lomita and the greater South Bay will need to target the evolving needs of the existing consumer base.

**TABLE 8-5**  
**TAXABLE SALES TRENDS IN LOMITA**

YEAR	ACTUAL SALES				ADJUSTED SALES			
		VOLUME (000'S)	CHANGE		VOLUME (000'S)	CHANGE		
1995	\$	67,830	\$(6,056)	-9%	\$	23,385	\$(5,593)	-24%
1990		73,886	12,722	17%		28,978	(1,096)	-4%
1985		61,164	13,136	21%		30,074	(510)	-2%
1980		48,028	26,881	56%		30,584	9,437	31%
1975		21,147				21,147		

**Taxable Sales in Lomita Have Dropped to Lowest Levels in Over 15 Years**



Source: California State Board of Equalization, Retail Store Sales reported by "Taxable Sales In California" Annual Report



# ***IMPLEMENTATION ELEMENT***

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***City of Lomita***  
***General Plan Update***



## **INTRODUCTION TO THE IMPLEMENTATION ELEMENT**

This section of the Lomita General Plan will serve as the guide for the General Plan's implementation. Table 9-1 lists the policies contained in the elements that comprise the

Lomita General Plan. Within Table 9-1, policies are listed as they appear in the individual elements. In the right hand column programs are identified by name which will be effective in implementing the individual policies.

The programs referred to in Table 9-1 are described in the individual elements. These programs are also identified in each of the elements and are described in Section 9.2 of this element. The individual programs are listed in alphabetical order to assist in their identification.

**Table 9-1  
Policies and Programs Matrix**

General Plan Policies	Implementation Programs
<b>Land Use Element Policies</b>	
<i>Land Use Policy 1.</i> The City will promote the use of buffers and other development standards between more intensive land uses to protect established residential neighborhoods from noise, light and glare, and other adverse impacts typically associated with non-residential development.	Environmental Review Design Review
<i>Land Use Policy 2.</i> The City will strive to promote the provision of schools, parks and recreation areas to serve the residential neighborhoods.	Zoning Conformity Program Joint-Use Facilities
<i>Land Use Policy 3.</i> The City will promote the development of convenient and complete shopping facilities to serve the residential neighborhoods consistent with the City's economic development policy.	Zoning Incentives
<i>Land Use Policy 4.</i> The City will promote a healthy and congenial environment for shopping by striving to provide adequate parking, safe and efficient circulation and shopping district recognition.	Zoning Incentives Code Enforcement
<i>Land Use Policy 5.</i> The City will promote the maintenance of a circulation system that protects the established residential neighborhoods.	Zoning Conformity Program Capital Improvement Program
<i>Land Use Policy 6.</i> The City will strive to see that adequate public utilities and services are provided to protect the established residential neighborhoods.	Capital Improvement Program Police and Fire Services Review
<i>Land Use Policy 7.</i> Commercial development and employment opportunities will be promoted to maintain a sound economic base and to stimulate investment in the City.	Zoning Incentives
<i>Land Use Policy 8.</i> The City will coordinate capital improvement projects to maintain a sound economic base and stimulate investment in the City.	Capital Improvement Program
<i>Land Use Policy 9.</i> The City will work to protect and promote property values by promoting the more efficient use of underutilized properties and structures consistent with the City's economic development policy.	Zoning Incentives Zoning Conformity
<i>Land Use Policy 10.</i> The City will promote the improvement of aesthetic and visual qualities of the community by landscaping and beautifying streets and highways and by implementing development standards for private improvements.	Roadway Improvement Program Roadway Landscaping Program.



General Plan Policies	Implementation Programs
<i>Land Use Policy 11.</i> The City will promote the maintenance and expansion of cultural activities within the community, the library, the local museum, and special events, and by sponsoring various social events.	Cultural Awareness Program
<i>Land Use Policy 12.</i> To plan for the orderly future growth and development, the City will maintain the planning studies and surveys of the General Plan undertaken as part of its preparation and review and periodically update the General Plan, and other related plans and ordinances critical to the Land Use Element's implementation.	Environmental Review
<i>Land Use Policy 13.</i> The City will work to manage growth and development in the City consistent with historic development trends in the City.	Zoning Conformity Program Environmental Review
<i>Land Use Policy 14.</i> The City will promote a healthy and congenial environment for business, where properly zoned.	Zoning Conformity Program
<i>Land Use Policy 15.</i> The City may allow the opportunity for new mixed use development in the economic redevelopment area.	Zoning Conformity Program
<i>Land Use Policy 16.</i> The City will endeavor to have periodic reviews of flight related issues with the City of Torrance Airport.	Inter-Agency Coordination Program
<i>Land Use Policy 17.</i> The City will promote the maintenance and preservation of activities that contribute to the City's economic and employment base.	Cultural Awareness Zoning Incentives
<i>Land Use Policy 18.</i> The City will identify and promote conservation of Lomita's natural and cultural resources.	Environmental Review Program Cultural Resource Management Program
<i>Land use Policy 19.</i> The City will strive to develop a pedestrian friendly downtown that is economically viable and promotes a range of activities.	Downtown revitalization
<b>Circulation Element Policies</b>	
<i>Circulation Element Policy 1.</i> The City will encourage the development of an increasingly safe and efficient freeway service in the area and discourage the use of local streets in the City for non-local and regional through traffic except in emergency situations.	Caltrans Coordination Capital Improvement Program.
<i>Circulation Element Policy 2.</i> The City will strive to provide a system of signalization which will augment and assist in the safe and efficient movement of traffic through the City. The City will investigate the feasibility of participating in a regional signalization program (such as the ATSAC program) with neighboring jurisdictions.	Inter-Agency Coordination Program and Signalization Program.
<i>Circulation Element Policy 3.</i> The City will develop and maintain a logical local circulation system based on a hierarchy of streets which serve the existing and future needs of the City. The City will evaluate the need to "reopen" roads now closed to through traffic.	Capital Improvement Program.
<i>Circulation Element Policy 4.</i> The City will be proactive in assessing the impact of future land uses and development on the local circulation system.	Mitigation Fee Program Environmental Review
<i>Circulation Element Policy 5.</i> The City will continue to promote the use of public transit and other alternative forms of transit to reduce travel expense, energy use, environmental impact, and congestion.	Transportation Demand Management Program Public Transit Program.
<i>Circulation Element Policy 6.</i> The City will encourage the development, maintenance, and improvement of pedestrian-oriented facilities, where appropriate, to ensure the safety and use of pedestrian movement throughout the City and as a means to reduce traffic. The City will also encourage the maintenance and improvement of bicycle oriented facilities, where appropriate, to ensure the safety and use of bicycle movement throughout the City.	Transportation Demand Management Program Public Transit Program.

General Plan Policies	Implementation Programs
<i>Circulation Element Policy 7.</i> The City will evaluate parking restrictions/regulations to increase the availability of parking whenever possible without jeopardizing safety.	Parking Review Program.
<i>Circulation Element Policy 8.</i> The City will strive to establish a beautification program for major roadways in Lomita.	Roadway Improvement Program
<i>Circulation Element Policy 9.</i> The use of alternative fueled vehicles for local and Dial-A-Ride services will be investigated.	Public Transit Review Program.
<b>Housing Element Policies</b>	
<i>Housing Element Policy 1.</i> The City will strive to promote the development and maintenance of an inventory of housing stock which provides a healthy and safe environment for all citizens of Lomita.	Zoning Conformity Program
<i>Housing Element Policy 2.</i> The City will work to protect the quality of the sound housing stock and rehabilitate substandard dwelling units in the City.	Code Enforcement Program Housing Program.
<i>Housing Element Policy 3.</i> The City will strive to correct blighted neighborhood conditions and encourage the upgrading of substandard housing units.	Code Enforcement Program Housing Program.
<i>Housing Element Policy 4.</i> The City will strive to meet the needs of a socially and economically diverse population.	Housing Assistance Program
<i>Housing Element Policy 5.</i> The City will encourage diversity of housing types, sizes, locations, and costs in accordance with the City's land use policies and ordinances.	Zoning Conformity Program
<i>Housing Element Policy 6.</i> The City will promote and encourage the use of flexible and innovative techniques of site and housing design within the framework of the Zoning Ordinance and Building Code.	Zoning Conformity Program and Design Review Program.
<i>Housing Element Policy 7.</i> The City will continue to promote "Fair Housing" laws.	Fair Housing Program
<i>Housing Element Policy 8.</i> The City will strive to make sure that the new residential development pays its own way in terms of infrastructure.	Mitigation Fee Program
<b>Resource Management Element Policies</b>	
<i>Resource Management Policy 1.</i> The City will work to expand recreational open space areas and facilities to meet current and projected needs of Lomita residents.	Quimby Ordinance Joint Use Facilities Program
<i>Resource Management Policy 2.</i> The City will strive to increase the size, acreage, and accessibility of local parks and school playgrounds.	Joint Use Facilities Program
<i>Resource Management Policy 3.</i> The City will continue to cooperate with other agencies to expand regional park facilities accessible to Lomita residents. Lomita will work with public transit providers to increase bus services to existing regional facilities.	Inter-Agency Coordination Program Public Transit Program
<i>Resource Management Policy 4.</i> Lomita will continue to seek available funding (State, Federal, etc.) for the expansion of school playground areas in Lomita and the City will investigate strategies for the shared use of facilities. The City will also investigate the feasibility of development of these facilities as part of an independent school district.	Joint Use Facilities Program
<i>Resource Management Policy 5.</i> The City will encourage the use of innovative site planning techniques in the planning of new residential development in order to free inaccessible vacant land for use as passive and active open space.	Design Review Program



General Plan Policies	Implementation Programs
<i>Resource Management Policy 6.</i> The City will strive to protect and enhance the lower density character of development in the community and preserve those environmental amenities found in Lomita.	Environmental Review Zoning Conformity Program
<i>Resource Management Policy 7.</i> The City will allow moderate and high density land uses only in areas capable of supporting such uses, as indicated in the Lomita Land Use Plan.	Environmental Review Zoning Conformity Program
<i>Resource Management Policy 8.</i> The City will promote the use of open space buffer areas to separate incompatible land uses which may also be designed to provide open space for recreational use.	Design Review Program
<i>Resource Management Policy 9.</i> The City will continue to provide for large lots and keeping of animals in the City's agriculturally zoned residential areas, pursuant to the requirements of the City of Lomita General Plan.	Zoning Conformity Program
<i>Resource Management Policy 10.</i> The City will maintain current restrictions on building height in order to protect the views from elevated areas in Lomita such as that which has been done in the residential areas. Height studies are to be performed when required, pursuant to the City's environmental review process.	Zoning Conformity Program Environmental Review
<i>Resource Management Policy 11.</i> The City will promote the use of open space to conserve and enhance the health and safety of Lomita residents.	Zoning Conformity Program
<i>Resource Management Policy 12.</i> The City will undertake an evaluation of non-producing oil wells to determine if they are officially abandoned in conformance with all applicable laws.	Inter-Agency Coordination Program
<i>Resource Management Policy 13.</i> The City will cooperate with the SCAQMD to further reduce smog pollution and will strive to mitigate major stationary sources of air pollution in the City.	Air Quality Program
<i>Resource Management Policy 14.</i> The City will continue efforts to prevent any situation from developing outside the City's boundaries which could have an adverse effect upon the residents of Lomita or the environment (e.g. opposing any additional jet or commuter air traffic at Torrance Airport).	Inter-Agency Coordination Program
<i>Resource Management Policy 15.</i> The City will continue to oppose the construction of a freeway through any part of the City of Lomita.	Caltrans Coordination Program
<i>Resource Management Policy 16.</i> The City will strive to develop a more adequate water distribution system.	Capital Improvement Program Water Conservation Program
<i>Resource Management Policy 17.</i> Lomita will work towards the protection of stormwater quality in the City, in accordance with the NPDES.	Stormwater Pollution Prevention
<b>Safety Element Policies</b>	
<i>Safety Policy 1.</i> The City will assist in providing aid and in the restoration of services and business to a level that enables residents and businesses to return to normal activities as soon as possible following a natural or man-made disaster.	Emergency Preparedness Program
<i>Safety Policy 2.</i> The City will develop and support a realistic emergency preparedness plan which would quickly become operational should the area be affected by a disaster.	Emergency Preparedness Program
<i>Safety Policy 3.</i> The City will cooperate with public service providers to inform property owners regarding the potential fire and safety hazards that could affect buildings and structures.	Police & Fire Services Review Program



General Plan Policies	Implementation Programs
<i>Safety Policy 4.</i> The City will cooperate with public service providers to establish procedures and plans to minimize injuries and the possible loss of life, disruption of public services, and damage to or destruction of property, associated with major disasters.	Police & Fire Services Review Program
<i>Safety Policy 5.</i> The City will work with qualified geologists and engineers to develop a base of information concerning geologic hazards which must be considered at the earliest possible point in the review of future development proposals.	Environmental Review Program.
<i>Safety Policy 6.</i> The City will cooperate in the conduct of public safety education information programs, focusing on natural and man-made hazards; the prevention of and safety programs; and the appropriate preparation for, and reaction to, local or regional disasters.	Emergency Preparedness Program
<i>Safety Policy 7.</i> The City will strive to minimize the number of existing structures and conditions that represent seismic, fire, and safety hazards through the enforcement of building codes.	Fire Safety Program Code Enforcement Program
<i>Safety Policy 8.</i> The City will require geologic reports as a pre-requisite to the issuance of building permits for major structures for those areas where known or suspected geologic hazards are present.	Environmental Review
<i>Safety Policy 9.</i> The City will consider geologic and seismic data to guide in the placement and development of essential public structures such as schools, police and fire facilities, hospitals, and other types of critical installations.	Environmental Review
<i>Safety Policy 10.</i> The City will support the ongoing efforts of the Safety Commission, including, but not limited to, the Neighborhood Watch, Bird Dog Program, etc.	Police & Fire Services Review Program Adopt-A-Park Program
<i>Safety Policy 11.</i> The City will review existing water infrastructure and supplies needed in the event of natural disasters and work to correct any deficiencies.	Police & Fire Services Review Program
<i>Safety Policy 12.</i> The City will continue to work with the Torrance Airport and review all applicable development and planning proposals to ensure the public's safety is not compromised.	Inter-Agency Coordination Program.
<i>Safety Policy 13.</i> The City will develop lighting standards appropriate for public safety	Zoning Conformity Program
<i>Safety Policy 14.</i> The City will keep abreast of current law enforcement issues and work with the Los Angeles County Sheriff's Department to identify appropriate solutions	Police & Fire Services Review Program
<i>Safety Policy 15.</i> The City will continue to support the enforcement of regulations concerning safe vehicle operation (drunk driving, unregistered vehicle, etc.).	Inter-Agency Coordination Program.
<i>Safety Policy 16.</i> The City will, through planning and code enforcement, strive to ensure that pedestrian walkways are unobscured and maintained.	Zoning Conformity Program Design Review Program.
<i>Safety Policy 17.</i> The City of Lomita will continue to support and foster a dialog with the four hill cities to consider the formation of cooperative agreements in areas of public safety, emergency response, and public services (Community Service Officer, Neighborhood Watch, etc.).	Inter-Agency Coordination Program
<i>Safety Policy 18.</i> The City will seek to avoid or minimize the seismic risk to existing developed areas and new and redeveloping areas of the City by carefully designating land uses and requiring special building design (in accordance with the latest adopted Uniform Building Code) in identified fault zones and in areas subject to geologic hazards and risk.	Environmental Review

General Plan Policies	Implementation Programs
<i>Safety Policy 19.</i> The City will require developers to provide appropriate measures to mitigate potential problems and risk relative to terrain, soils, slope stability and erosion in order to reduce hazards.	Environmental Review Design Review Program
<i>Safety Policy 20.</i> The City will strive to identify structures and land uses which are located in areas prone to flooding and identify appropriate mitigation.	Environmental Review Design Review Program
<i>Safety Policy 21.</i> The City will provide public safety education and information, focusing on potential hazards in the City, the prevention of life or property-threatening events, and the appropriate preparation and reaction in the event of an emergency.	Environmental Review Program Hazardous Materials Control Program Design Review Program
<i>Safety Policy 22.</i> The City will evaluate and consider strategies to provide cost-effective levels of emergency services for City residents, businesses, and visitors.	Police & Fire Services Review Program
<i>Safety Policy 23.</i> The City will strive to provide a five minute or less response time in at least 80 percent of the calls for service.	Police & Fire Services Review Program
<i>Safety Policy 24.</i> The City will work to reduce the potential for loss of life and property in Lomita due to natural, technical, and civil disasters by maintaining an optimum state of preparedness in the event of a community-wide disaster.	Emergency Preparedness Program
<i>Safety Policy 25.</i> The City will review future development and redevelopment for compliance with City codes for adequate protection of public health and safety.	Design Review Program Building Code Review Program
<i>Safety Policy 26.</i> Coordination among City officials, and between City officials and other agencies that provide disaster response or relief services, will be promoted.	Inter-Agency Coordination Program
<i>Safety Policy 27.</i> The City will cooperate and coordinate with those agencies responsible for overseeing and/or regulating the transport of flammable gas/liquid distribution systems to ensure that adequate emergency plans are operational.	Inter-Agency Coordination Program
<b>Noise Element Policies</b>	
<i>Noise Policy 1.</i> The City, through implementation of the General Plan, will seek to locate noise sensitive land uses in areas subject to noise levels consistent with City established noise standards.	Zoning Conformity Program Environmental Review
<i>Noise Policy 2.</i> The City will adhere to planning guidelines which include noise control for the interior space of new residential, commercial and industrial developments in areas of the City subject to high ambient noise levels. Noise levels for all residential units should be attenuated to a maximum interior noise level of 45 dB.	Acoustical Analysis Program Noise Control Program
<i>Noise Policy 3.</i> In planning future development, the City will adhere to planning guidelines and regulations concerning noise control and mitigation of outdoor noise in residential developments.	Acoustical Analysis Program Noise Control Program
<i>Noise Policy 4.</i> Noise control requirements will be considered in all new City equipment purchases.	Noise Control Program
<i>Noise Policy 5.</i> The City will continue to work with other agencies to enforce the state and federal occupational health and safety regulations concerning exposure to noise.	Noise Control Program Inter-Agency Coordination Program
<i>Noise Policy 6.</i> The City will seek to reduce or eliminate unnecessary noise near noise sensitive areas, such as parks, residential areas, hospitals, libraries, convalescent homes, etc.	Noise Control Program



General Plan Policies	Implementation Programs
Noise Policy 7. The City will continue to monitor noise throughout Lomita and enforce the standards and regulations of the City's Noise Control Ordinance.	Noise Control Program
Noise Policy 8. The City will continue to review its policies and regulations regarding noise control and abatement.	Noise Control Program.
Noise Policy 9. The City will continue to encourage the enforcement of noise control regulations such as the State Vehicle Code Noise Standards for automobiles, trucks, and motorcycles operating within the City, as well as any contractual agreements pertaining to noise control.	Inter-Agency Coordination Program
Noise Policy 10. The City will continue to support implementation and enforcement of noise control procedures for the Torrance Airport, including supporting those actions which minimize noise exposure associated with aircraft flyovers within the City.	Inter-Agency Coordination Program
Noise Policy 11. The City will work to ensure that noise attenuation standards set forth in the Airport Environs Land Use Plan for residential, commercial, and industrial development, within the planning boundaries for the Torrance Airport are adhered to.	Inter-Agency Coordination Program
Noise Policy 12. The City will work with surrounding cities to control noise created by current and/or future development along the City's boundaries.	Inter-Agency Coordination Program
<b>Economic Development Element Policies</b>	
Economic Development Policy 1. The City will promote and support revitalization within the City's commercial districts.	
Economic Development Policy 2. The City will continue to encourage the development of prosperous tourist, commercial, and entertainment uses along Pacific Coast Highway.	Design Review Program
Economic Development Policy 3. The City will promote the improvement and revitalization of existing commercial areas and neighborhood shopping centers.	Code Enforcement Program
Economic Development Policy 4. The City will encourage a balance of land uses within Lomita to meet the needs of residents and visitors.	Zoning Conformity Program Redevelopment
Economic Development Policy 5. The City will encourage a diversity of land uses and businesses within the commercial districts.	Zoning Conformity Program.
Economic Development Policy 6. The City will oversee maintenance or expansion of the infrastructure to keep pace with the development envisioned under the Land Use Plan.	Capital Improvement Program
Economic Development Policy 7. The City will work to develop strategies to reduce infrastructure costs for future development within the City's commercial districts as a means to stimulate economic development.	Mitigation Fee Program
Economic Development Policy 8. The City will strive to attract destination-oriented businesses that will stimulate commercial activity and investments in the community.	
City of Lomita General Plan. 1998	



## **DESCRIPTION OF PROGRAMS**

This section of the Implementation Element contains a listing of programs which will be effective in the implementation of the Lomita General Plan. Each program is first described and the steps for the program's implementation are then summarized. The programs are arranged in alphabetical order to aid in their identification.

### **Acoustical Analysis (Regulation)**

*Description:* The City will require that applications for new single-family and multiple-family residential units on sites located within a CNEL contour of 65 dBA or greater (as indicated in the Noise Element) include an acoustical analysis. This analysis will determine the nature and extent of measures that will be required to reduce interior ambient noise levels to 45 CNEL. These noise control measures must reduce noise levels within the interior living space of the units to a CNEL of 45 dBA. These requirements are consistent with Federal guidelines established by the Department of Housing and Urban Development (HUD) and the State's guidelines for land use and noise exposure.

*Implementation:* Step #1- Preparation of Base Map indicating areas of concern with periodic updating required for the map. Noise contour mapping was completed as part of the City's General Plan update. Step #2 - Staff must be informed in how to determine whether a noise analysis will be required. Step #3 - Noise analysis will be conducted on a project specific basis and the nature and extent of any requisite mitigation will be based on the results of the noise study.

### **Adopt a Park/Park Watch (Program)**

*Description:* The City will analyze the feasibility of implementing an adopt-a-park program along with a "park watch" program. Individual neighborhoods will be encouraged to become involved with the

operation, maintenance and safety of their parks through an expanded Neighborhood Watch Program.

*Implementation:* Step #1- Coordination with the Los Angeles County Sheriff's Department to expand the scope of the Neighborhood Watch Program to include the monitoring of local parks. Step #2 - Establish a program by which individuals, organizations, and businesses can "adopt" a local City park. Qualifications for "park adoption" will be identified by the City Parks and Recreation Department. Individuals, organizations, and businesses, as part of their adoption, may agree to assist in park maintenance, financing of improvements, security, etc.

### **Air Quality Planning (Staff Activity)**

*Description:* The City of Lomita will continue to participate in the regional planning efforts being undertaken by the South Coast Air Quality Management District and the Southern California Association of Governments to develop and implement strategies to improve regional air quality.

*Implementation:* Step #1 - The City of Lomita will continue to work with the SCAQMD and SCAG.

### **Building Code Review (Program)**

*Description:* The City will periodically review, and if necessary, modify the Uniform Building Code to reflect current technology and regulations.

*Implementation:* Step #1- Procedures for the periodic review of the UBC will be identified by the Community Development Director. Step #2 - Review will be undertaken by designated individuals to identify appropriate changes that should be considered. Step #3 - Amendments to the City's Codes will be made, as required.

### **Caltrans Coordination (Staff Activity)**

*Description:* The City will coordinate efforts with Caltrans to upgrade Pacific Coast Highway. The purpose of this undertaking is to ensure the City is fully appraised of roadway and facility

improvement efforts in the early stages of planning and design.

**Implementation:** Step #1- The City will continue to work with Caltrans and the MTA, as appropriate. Step #2 - The City will request to be on all notification lists for future projects that may impact the City.

#### **Capital Improvement Planning (Program)**

**Description:** The City's Capital Improvement Program (CIP) is a five-year plan which indicates the timing of major capital expenditures. Individual projects are reviewed and ranked on an annual basis and may include street scape upgrades, installation of traffic signals, slurry seal for streets, sidewalk repair, and sewer line upgrades. The City will continue to update, review, and implement its CIP.

**Implementation:** Step #1- CIP will undergo annual updating and review. This process is currently being implemented.

#### **City Water Conservation (Regulation)**

**Description:** The City will continue to implement its Water Conservation Ordinance. In addition, the City will review the ordinance to ensure it promotes the use of xeriscape landscaping, water conserving materials, and devices that reflect current technology. The City shall review, and as appropriate, develop water conservation programs for public facilities (Civic Center, parks, maintenance yards, etc.).

**Implementation:** Step #1- Water conservation measures and activities will continue.

#### **Code Enforcement (Regulation)**

**Description:** Code enforcement efforts (funding and staffing) will continue as applicable.

**Implementation:** Step #1- Code enforcement measures and activities will continue.

#### **Cultural Awareness (Program)**

**Description:** The City shall continue to implement programs for increasing cultural awareness in the

community. The City will cooperate with local organizations (such as the local historical society) and individuals to acquire resource materials concerning the local history and culture. These materials may include books, photographs, artifacts, furniture, etc. and would be donated to the local museum or library.

**Implementation:** Step #1- A staff representative will be designated as staff liaison with local community groups and organizations. Step #2 - The City will continue to support cultural resource conservation and preservation efforts in the City.

#### **Cultural Resource Management (Regulation)**

**Description:** This regulation requires that, should archaeological or paleontological resources be uncovered during excavation and grading activities, all work would cease until appropriate salvage measures are established. Appendix K of the CEQA Guidelines shall be followed for excavation monitoring and salvage work that may be necessary. The Conservation Element indicates those areas with a "high potential" for cultural sensitivity.

**Implementation:** Step #1- Notification that resources have been encountered (notification may come from field monitors, construction crews, etc. Step #2 - Salvage will be undertaken pursuant to Appendix K requirements outlined in CEQA.

#### **Design Review (Program)**

**Description:** The City shall continue to implement its current design review procedures. The purpose of the design review process is to ensure that building design, architecture, and site layouts are compatible with surrounding development. Design guidelines will also be prepared for the Commercial district located in the vicinity of Narbonne Avenue and Lomita Boulevard.

**Implementation:** Step #1- Procedures for design review will be maintained. Step #2 - Materials for public distribution will be prepared describing design guidelines and the design review process.

#### **Disaster Response Database (Program)**



*Description:* The program involves the creation of a data base that identifies key personnel and resources in the City which would assist in relief efforts. This database will identify medical professionals, heavy equipment operators, and volunteers trained in first aid and search and rescue. The data base would identify other volunteers that would staff emergency collection centers, distribution centers, and otherwise assist in the recovery efforts. The data base would also indicate the availability of heavy equipment, generators, and other materials and supplies that would be useful in the event of an emergency. This information and the appropriate procedures would then be incorporated into the City's Emergency Preparedness Plan.

*Implementation:* Step #1- The City, with the assistance of the Safety Commission, will outline the process for creating the Disaster Response Database. Step #2- Volunteers will be recruited to undertake the necessary surveys and to make contacts required in the identification of volunteers and resources. Step #3- Once the data base is complete, the information will be published in "hard copy" format to ensure it is available in the event of an emergency

#### ***Downtown Improvement (Program)***

The City of Lomita will develop a comprehensive strategy for revitalizing the Downtown. This planning area corresponds to the Downtown Moratorium Area. This program may involve the preparation of a Specific Plan containing Land Use Plan, Design Guidelines, and Infrastructure Plan. Finally, the City of Lomita Zoning Ordinance will be amended to include a "Downtown" zone district. The development standards for this Zone will restrict institutional land uses within the downtown area.

*Implementation:* Step #1 - The City undertake an economic baseline study for the downtown to identify those uses that will be encouraged in the planning area. Step #2 - The city will prepare design guidelines applicable to the downtown area. Step #3 - The City will initiate the preparation of a specific plan and/or Zoning Ordinance amendment.

#### ***Energy Conservation (Regulations)***

*Description:* The City shall continue to enforce the energy conservation standards in Title 24 of the California Administrative Code, the Uniform Building Code, and other state laws on energy conservation design, insulation and appliances. Energy needs shall be evaluated and conservation measures incorporated into new development in accordance with Appendix F of the State CEQA Guidelines. Other measures that would reduce energy consumption during construction and operation of the structures shall be encouraged.

*Implementation:* Step #1- City will continue to implement Title 24 requirements. Step #2 - The City will work with the Southern California Edison and the Southern California Gas to promote energy conservation.

#### ***Environmental Review (Regulations)***

*Description:* The City shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for major projects and those that will have a potential to adversely impact the environment. Issue areas that will be addressed in the environmental analysis includes: earth and geology, air quality, water and hydrology, plant life, animal life, noise, light and glare, land use, natural resources, risk of upset, population, housing, traffic and circulation, public services, energy, utilities, human health, aesthetics, recreation, and cultural resources. In compliance with CEQA, the City shall also assign responsibilities for the verification of the implementation of mitigation measures.

*Implementation:* Step #1- Environmental review procedures are in place.

#### ***Emergency Preparedness (Program)***

*Description:* The City has a Multi-hazard Functional Plan which outlines responsibilities and procedures the City will follow in the event of an emergency or city-wide disaster. Specific emergency functions and operations, available resources (fire stations, emergency shelters,



hospitals and clinics, resource persons, etc.), and mutual aid agreements are described in the Plan. The City shall regularly update its Multi-Hazard Functional Plan for Emergency Operations.

*Implementation:* Step #1- The City's Emergency Plan shall continue to undergo review on a periodic (and regular) basis.

#### ***Fair Housing (Program)***

*Description:* The City will continue to implement existing housing or assistance programs including those which are financed in whole or part through Community Development Block Grants. Residents experiencing housing discrimination in the City will be referred to the appropriate service provider and or referral agency.

*Implementation:* Step #1- Ongoing continuation of an existing program.

#### ***Fire Safety (Regulation)***

*Description:* Certain design standards have been established by the City of Lomita and the Los Angeles County Fire Department to ensure the site planning and building design consider public safety and fire prevention. These standards include requirements governing emergency access, roadway widths, clearance around structures, location of fire lanes, fire flow, building materials, alarms, and fire suppression equipment. New development must conform to any applicable standards and regulations.

*Implementation:* Step #1- All new development plans must be submitted to the Los Angeles County Fire Department for review and comment during the plan check process.

#### ***Fire Prevention (Program)***

*Description:* The City shall work with the County Fire Department to promote fire prevention and fire safety programs. The City shall also encourage periodic inspections by the Fire Department of existing structures, for compliance with fire safety standards and practices.

*Implementation:* Step #1- All new development plans must be submitted to the Fire Department for

review and comment during the Plan Check process. Appropriate review must be completed for the review process to continue.

#### ***Hazardous Materials Control (Regulation)***

*Description:* The City shall continue to cooperate with County, State, and Federal agencies involved in the regulation of hazardous materials storage, use, and disposal. The City shall work with the Los Angeles County Fire Department in requiring hazardous materials users and generators to prepare safety procedures for responding to accidental spills and emergencies. The Los Angeles County Fire Department shall also work with local law enforcement officials in regulating the transport of hazardous materials through the City. The City will also continue to promote the safe disposal of "hazardous and toxic substances" used in private households through the support of "Hazardous Materials Collections" conducted at specific locations and times within the City.

*Implementation:* Step #1- The City will continue to work with other agencies involved in the regulation of hazardous materials.

#### ***Historic Building Code (Regulation)***

*Description:* The City will adopt alternate building code standards for historic structures, as authorized by the State Historical Building Code.

*Implementation:* Step #1- City staff will amend the development code to include provisions for the maintenance, rehabilitation, and preservation of historic structures.

#### ***Fair Housing (Program)***

*Description:* The City will continue to implement existing housing-related programs including those which are financed in whole or part through Community Development Block Grants. Staff will also pursue other housing programs (HOME, HOPE, etc.) which may be used to assist low-and moderate- income households in the City.

*Implementation:* Step #1- Ongoing continuation of an existing program.

**Inter-agency Coordination (Staff Activity)**

*Description:* Designated representatives from the City shall meet with other responsible agencies concerning issues related to planning and development in the City.

*Implementation:* Step #1- Community Development Director will identify organizations and agencies that must be periodically contacted. Environmental Services Coordinator will be required to review proposed plans and environmental documents and prepare appropriate responses. Step #2 - Designated Environmental Coordinator will serve as a staff liaison to the SCAQMD and SCAG. Individual will be responsible for reporting to the Community Development Director.

**Joint Use Facilities (Program)**

*Description:* The City will continue to support existing joint agreements with the Los Angeles Unified School District and explore opportunities for expanding joint use agreements to include other schools. The City will continue joint use agreements with other special districts.

*Implementation:* Step #1- Existing joint-use agreements will be continued where appropriate.

**Mitigation Fee (Program)**

*Description:* The City will explore strategies to ensure the public does not bear an undue burden associated with new development. The City will determine a reasonable and fair method of assessing new development the cost of providing any additional infrastructure required by the development.

*Implementation:* Step #1- Mitigation fee strategy study will be initiated by the City Administrator.

**Noise Control (Regulations)**

*Description:* The federal and state governments have established noise guidelines and regulations for the purpose of protecting citizens from potential hearing damage and various other adverse physiological, psychological, and social effects associated with noise. The federal government

specifically preempts local control of noise emissions from aircraft, railroads, and interstate highways, so as not to impose undue burden on interstate or foreign commerce. The Occupational Safety and Health Act (OSHA) of 1970, establishes noise exposure standards in the work place. The City shall support the standards outlined in these regulations and these standards and requirements will be reflected in the City's Noise Control Ordinance (which is patterned after the County's).

**Nonconforming Ordinance (Regulation)**

*Description:* The City shall revise its Nonconforming Ordinance to ensure that it meets current objectives of the community.

*Implementation:* Step #1- The City will review the existing nonconforming ordinance. Staff shall prepare a report which will be submitted to the City Council and Planning Commission describing provisions of the ordinance and any problems which have been experienced related to its implementation. Step 2- The current brochure will continue to be distributed at the planning counter and/or at pre-application meetings. Information will include a description of the ordinance and how a property owner may bring their property into conformance with City codes.

**Parks Gift Catalogues (Program)**

*Description:* The City will analyze the feasibility of preparing and distributing a gift catalogue for specific items that will be used for the Community's benefit. The catalogue will identify improvements that may be purchased for use in City Parks.

*Implementation:* Step #1- The City Council will authorize the Parks and Recreation Department to indicate how this program will be implemented. Step #2- The Council, following consideration of the study, will provide direction to the City's Parks and Recreation Department in how to proceed.

**Parking Ordinance Review (Program)**

*Description:* The City shall evaluate the existing parking standards provided in the City's Zoning Ordinance.



*Implementation:* Step #1 - The City Administrator will initiate the study of the City's parking standards. Step #2- The Council, following consideration of the study, will provide direction regarding how to proceed.

#### **Parkway Landscaping (Program)**

*Description:* The City shall evaluate the feasibility of establishing a parkway landscaping and maintenance program.

*Implementation:* Existing program is ongoing and will be continued. Existing program will be subject to annual review as part of the City budget and CIP review.

#### **Police & Fire Services Review (Program)**

*Description:* The City shall regularly review the adequacy of law enforcement services and fire protection and emergency services in the City. This shall be part of the annual budget review of contracts with the County Fire Department and the County Sheriff's Department. The City shall work with the County Sheriff's Department and the Los Angeles County Fire Department to correct any identified deficiencies. Local law enforcement officials and the Los Angeles County Fire Department shall review proposed development plans.

*Implementation:* Step #1- Annual reports concerning each Department will be submitted to the City Council for consideration.

#### **Public Transit (Program)**

*Description:* The City will evaluate the feasibility to modify routes, schedules, and fares of local transit service to achieve circulation goals and policies (e.g., coordinate the local transit system with the regional transit system). The City will work with the MTA and transit service agencies in adjacent communities to identify the most beneficial route and stops in the City.

*Implementation:* Step #1- An individual from the Public Works Department will be assigned as liaison between the City and transit providers. Step #2- The City will provide development plans

for those projects which may affect public transit services.

#### **Public Transit Review (Program)**

*Description:* This program involves a review of existing and future policies and procedures with regards to the purchase, insurance, and maintenance of all City vehicles. The purpose of this program is to devise and initiate an adequate and truly cost effective "Dial-A-Ride" program which will maximize the acquisition of public and government funds where applicable and available, while maintaining an optimum level of convenient and comfortable service for its users.

*Implementation:* Step #1- City Administrator will initiate review.

#### **Quimby Act Ordinance (Regulation)**

*Description:* The City will continue to implement its Park Development Fee ordinance as set forth the proposed adoption of provisions in the subdivision ordinance for the declaration of land for park use pursuant to Section 66477 of the California Government Code. The Government Code permits local governments to exact land dedications, in-lieu fees, or a combination of both for park and recreation purposes as a condition of approving a final subdivision or parcel map.

*Implementation:* Existing ordinance will continue to be implemented.

#### **Park Development and Renovation (Program)**

*Description:* The City will evaluate strategies to protect and renovate existing public open space from encroachment or conversion to other uses. Any new development will comply with the guidelines set forth by the American Disabilities Association (ADA). Opportunities for new park development will be explored as part of this program.

*Implementation:* Step #1- Potential improvements will be programed into the City's CIP.



**Signalization (Program)**

*Description:* The City will strive to provide optimum signalization on major thoroughfares to maximize circulation efficiency, such as participation in a regional signalization program.

*Implementation:* Step #1- City staff will outline need and strategy for improved signalization. Coordination with Caltrans and MTA in this regard will be undertaken. Step #2- City staff will present their findings to the City Council for direction.

**Stormwater Pollution Prevention**

*Description:* The City will develop programs and measures designed to prevent pollutants from entering the storm drain system. These shall include measures to be imposed during construction activities, handouts for residential uses and best management practices (BMPs) for non-residential uses. The City shall also implement projects to maintain stormwater quality, such as street sweeping, catch basin grills, signs, etc.

*Implementation:* Step #1 - City staff will develop a list of BMPs to be required for construction activities and for non-residential uses. Step #2 - City staff will develop handouts of practices for stormwater prevention to be given to all residences.

**Traffic and Circulation Studies**

*Description:* The City Traffic Commission will evaluate the feasibility of altering the circulation and traffic patterns for a number of roadways in the City. One task will include an assessment of Narbonne Avenue to assess the feasibility of converting that portion of the roadway in the vicinity of the "downtown to a two-lane roadway. This would enable one-street angled parking to be provided immediately in front of businesses. It would also result in a reduction in travel speeds through the area which would make the area more pedestrian friendly. A second study will be undertaken to evaluate the feasibility of re-opening a number of local streets that were previously closed-off. These studies will involve the requisite study by the Commission and public testimony to

determine whether these approaches are acceptable to the community at large.

*Implementation:* Step #1- The Traffic Commission will petition the Council for direction regarding the study of converting portions of Narbonne Avenue to a two lane roadway through the downtown. Step #2- Traffic feasibility study will be undertaken and the results considered by the City's decision makers. Step #3- The Traffic Commission will identify those roadways which should be considered for "reopening" to through traffic. The potential list will then be considered by the City Council for further review.

**Transit Centers (Program)**

*Description:* The Land Use Plan calls for the intensification of development in a number of key areas of the City. Transit centers consisting of bus turnouts and loading areas, weatherproof shelters, information center, emergency phones, and in some areas, park and ride facilities will be expanded as part of this future development.

*Implementation:* Step #1- The lead City Agency will be designated by the City Administrator. Step #2- Designated lead agency will prioritize list of candidate projects and indicate the extent of subsequent review and planning. Step #3- Findings will be presented to the City Council where direction will be given.

**Transportation Demand Management (Program)**

*Description:* The City will review and continue to implement the Transportation Demand Management Ordinance. The purpose of the TDM Ordinance is to indicate appropriate measures that may be incorporated into a project's design or overall operations to reduce traffic.

*Implementation:* Existing TDM Ordinance will continue to be implemented.

**Zoning Conformity (Program)**

*Description:* The City will review the Zoning Ordinance to ensure the development standards are consistent with those identified in the Land Use Element. The City will initiate appropriate changes

to the Zoning Map to ensure conformity between the Land Use Element and Zoning Map.

*Implementation:* Step #1- City staff will identify those areas where zoning category is inconsistent with the adopted General Plan designation. Step #2- Rezoning for applicable parcels will be undertaken.

#### ***Zoning Incentives (Program)***

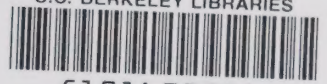
*Description:* The City will identify areas and opportunities for new development and redevelopment and to encourage reinvestment in the City and expand economic base.

*Implementation:* Step #1 - City staff will analyze development potential in the city's commercial areas. Step #2 - Allow relaxation of parking standards or other zone variances as an incentive to developers.

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